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American Railroad Journal.

New York, Saturday, January 3, 1863.

Financial Review for the year 1862.

The close of the present year finds the country still laboring under the difficulties of a civil war, and the loyal States surprised and vexed at the want of a more vigorous prosecution of it on our part. With unexampled resources of money, with an army superior in numbers, and a navy of extraordinary strength, the contest drags on without decisive results, and no man is sagacious enough to foresee when it will terminate. All parties agree in condemning the manner in which it has been conducted, but neither public opinion nor discontent seem to have any effect on the parties who are responsible for inefficiency and misdirection. The great danger is that our predominance in material power, may be lost by intellectual inferiority.

Strange to say, however, that the Northern and Western sections of the Union have within their own areas suffered nothing of the actual evils of war. Our commerce has been on the increase from the last year and is very nearly what it was the year before.

In 1860 our total imports were $225,497,923, in 1861 $125,788,482, in 1862 $171,735,104.

Our produce exports were:—In 1860, $100,905,-966; In 1861, $135,944,176; In 1862, $153,020,458.

The balance of trade for some months past, judging from the Custom House returns from the city of New York, has been from week to week considerably in our favor, and but for the return of our stocks sent from abroad to be sold and pressed upon the market, we do not see how the shipment of specie to this country should not have continued to have been made as heretofore. The war debt gives the greatest anxiety, and it is accumulating rapidly. It must be remembered, however, that by the issue of Treasury notes, the amount of funded debt itself is at present not larger than has been stated in the report of the Secretary of the Treasury, and whether that issue was the best or worst policy, for there are two sides of this question taken, it has certainly been efficient not only in furnishing means for carrying on the war but stimulating production and business to an extraordinary degree. Our war debt of 1816 was $127,500,000, and the population was then 8,500,000. Yet this debt was extinguished in 1835. But our population has more than doubled, and the resources of the country as ascertained by the late census are of the actual and fixed value of thirty thousand millions of dollars. It is also calculated that the use of the money issued by the Government and received by the people for their products and labor incidental to the war, is equal to a profit of ten per cent, while it is taking the shape of fixed investments, and adding to the permanent wealth and resources of the country. All that is not funded will go into railways, lands, ships, houses, factories and machinery. Never before in this country was there a more useful currency, or so much of it as at the present moment. If it is used with proper care by the skilful, the industrious and enterprising, it will do wonders, and above all enable the country to meet the war debt in future years, with comparative ease.

The Railway interest has greatly benefitted by these and other circumstances the past year. The enormous products of the west, hitherto having the option of the Mississippi for a channel to market, has been turned north and eastward. The repeated injuries done by the enemy to the line of the Baltimore and Ohio, have had a similar effect. And the consequence has been that the traffic of the Great Northern and Eastern lines has been so enormous, as to almost exceed their capacity, through the canals have at the same time been their competitors. There has been a steady rise in the value of their shares, in many instances resumption, and increase of dividends in all instances, increase of earnings, and the renewal of public confidence in their value and management. The increase of railways mileage has been limited during the past year, from the necessities of the time to about 666 miles. The most extensive work in progress is that of the Atlantic and Great Western, which we have recorded step by step, through its completed distance of 205 miles, and which will prove a first class work in all respects, honorable to the projectors and of incalcalable benefit to the States of Ohio, Pennsylvania and New York. The Pacific Railway was inaugurated by a meeting of its corporators at Chicago in September last. Its necessity and importance were there fully demonstrated. Books of subscription were subsequently opened at all the principal cities and towns in the loyal states, so that all might have an opportunity of aiding this great national work who were so inclined. The result of this effort though not yet fully known, is however that the sum of two millions required by the charter before the final organization could take place, has not been obtained, and the books are now closed everywhere except in the city of New York. The explanation is easy. There have been numbers of capitalists ready from the first to give substantial aid to the work and push it along. Offers have been actually made to construct several hundred miles of the Eastern section at a cost not to exceed the sum per mile already guaranteed by the Government. So, though their may be delay, there is a certainty of the final completion of this great work, demanded by our relations with California, the great commerce of the Pacific, and the necessity of strengthening the loyal portion of the Union, if no other, and developing the vast mineral and agricultural resources of the Country west of the Mississippi.

The condition of the Banks of the North is considered to be sound, their reserves of specie is large, and their relations with the Government friendly and patriotic. It is to be hoped that Congress by no hasty act of legislation will do anything to destroy their usefulness.

But for the war then and the inevitable discomposure that such a calamity always brings we might say that the past year has not been without a favorable reaction on many of our great leading interests, and instead of our being plunged into the personal and immediate distress which has overtaken the South, we have gathered strength, from exertion, and hope from our very reverses.

Railroads of the United States.

A tabular statement showing the length and cost of each work at the end of the financial year closing nearest 1st January, 1863.

(Not including City Passenger Railroads.)

1. Maine.

Corporate Titles of Companies.	Mileage Total.	Mileage Completed.	Cost of Road and Equipm't.
1. Androscoggin	36.50	36.50	$757,381
2. Androscoggin and Kennebec	55.00	55.00	2,210,947
3. Atlantic and St. Lawrence (54 miles in N. H. and 16.20 miles in Vt.)	149.00	149.00	7,217,357
4. Bangor, Oldtown and Milford	12.50	12.50	594,726
5. Calais and Baring	6.00	6.00	226,160
6. European and North American	90.72	.....	.....
7. Great Falls and South Berwick	6.00	6.00	166,160
8. Kennebec and Portland	50.00	50.00	
Yarmouth Extension	13.00	13.00	2,871,269
Bath Branch	9.50	9.50	
9. Lewy's Island	16.50	16.50	315,397
10. Machiasport (Franklin)	7.50	7.50	110,000
11. Penobscot	33.00	14.00	328,412
12. Penobscot and Kennebec	54.70	54.70	1,717,493
13. Portland and Oxford Central	28.50	21.50	430,000
14. Portland, Saco and Portsmouth	51.30	51.30	1,500,000
15. Somerset and Kennebec	37.00	37.00	783,763
16. York and Cumberland	52.00	18.50	1,090,317
Total attributed to Maine	708.72	558.50	$20,319,381
Deduct parts of roads in other States	70.20	70.20	3,487,536
	638.52	488.30	$16,831,845
Add parts of roads attrib'd to other States	1.26	1.26	69,812
Actual total in Maine	639.78	489.56	$16,901,657

2. New Hampshire.

Corporate Titles of Companies.	Mileage Total.	Mileage Completed.	Cost of Road and Equipm't.
1. Ashuelot	23.76	23.76	$506,000
2. Boston, Concord and Montreal	93.54	93.54	2,863,584
3. Cheshire (10.5 miles in Mass.)	53.64	53.64	3,075,964
4. Cocheco	28.12	28.12	847,007
5. Concord	34.53	34.53	1,500,000
6. Concord and Portsmouth	47.00	47.00	1,108,850
7. Contoocook River	14.64	14.64	257,069
8. Eastern in New Hampshire	16.55	16.55	510,778
9. Great Falls and Conway	46.50	20.09	403,565
10. Manchester and Lawrence	26.47	26.47	1,000,000
11. Merrimac and Connecticut Rivers	52.67	52.67	1,248,575
12. Northern	69.16	69.16	3,343,167
Bristol Branch	12.41	12.41	
13. Peterboro' and Sherley	9.36	9.36	245,643
14. Sullivan	25.26	25.26	925,864
15. White Mountains	20.78	20.78	371,037
16. Wilton	15.43	15.43	226,979
Total attributed to New Hampshire	589.82	563.41	$18,434,083
Deduct parts of roads in other States	10.50	10.50	602,007
	579.32	552.91	$17,832,076
Add parts of roads attrib'd to other States	106.96	106.96	4,919,069
Actual total in New Hampshire	686.28	659.87	$22,751,145

3. Vermont.

Corporate Titles of Companies.	Mileage Total.	Mileage Completed.	Cost of Road and Equipm't.
1. Connecticut and Passumpsic Rivers	110.30	90.70	$1,707,554
2. Rutland and Burlington	119.54	119.54	4,607,451
3. Rutland and Wash'n (11.18 m. in N. Y.)	44.73	44.73	1,771,683
4. Rutland and Whitehall	6.88	6.88	255,700
Hydeville Branch	1.51	1.51	
5. Southern Vermont	8.00	8.00	200,000
6. Vermont and Canada	47.00	47.00	1,350,695
Burlington Branch	6.00	.....	
7. Vermont Central	119.00	119.00	8,402,055
Montpelier Branch	1.00	1.00	
8. Vermont Valley	23.69	23.69	1,301,886
9. Western Vermont	54.00	54.00	1,083,500
Bennington Branch	5.50	5.50	
Total attributed to Vermont	547.15	521.55	$20,680,524
Deduct parts of roads in other States	11.18	11.18	442,921
	535.97	510.37	$20,237,603
Add parts of roads attributed to other St's.	26.70	26.70	1,440,325
Add parts of Grand Trunk of Canada	17.00	17.00	908,777
Actual total in Vermont	579.67	554.07	$22,586,705

4. Massachusetts.

Corporate Titles of Companies.	Mileage Total.	Mileage Completed.	Cost of Road and Equipm't.
1. Agricultural Branch	28.36	15.03	$360,017
2. Amherst, Belchertown and Palmer	19.50	19.50	295,337
3. Berkshire	21.14	21.14	$600,000
4. Boston and Lowell	26.76	26.76	2,428,598
Woburn Branch	1.86	1.86	
5. Boston and Maine (40.17 miles in N. H. and 1.26 miles in Me.)	74.26	74.26	4,303,499
Medford Branch	2.23	2.23	
Methuen Branch	3.61	3.61	
Great Falls Branch	2.95	2.95	
6. Boston and Providence (2 m. in R. I.)	43.50	43.50	3,161,000
Dedham Branch	2.97	2.97	
Seekonk Branch	1.00	1.00	
7. Boston and Worcester	44.63	44.63	4,738,442
Brookline Branch	1.55	1.55	
Newton and Lower Falls Branch	1.25	1.25	
Saxonville Branch	3.87	3.87	
Milford Branch	11.97	11.97	
Framingham Branch	2.06	2.06	
Milbury Branch	3.07	3.07	
8. Cape Cod Branch	46.00	46.10	1,031,625
Wareham Branch	1.04	1.04	
9. Connecticut River	50.00	50.00	1,802,043
Chicopee Branch	2.35	2.35	
10. Danvers	9.20	9.20	233,124
11. Dorchester and Milton Branch	3.26	3.26	136,787
12. Eastern	44.20	44.20	4,168,949
Marblehead Branch	3.00	3.00	
Gloucester Branch	13.10	13.10	
Salisbury Branch	3.80	3.80	
Saugus Branch	8.40	8.40	
13. Easton Branch	3.78	3.78	55,894
14. Essex	19.86	19.86	747,008
Harbor Branch	1.32	1.32	
15. Fairhaven Branch	15.15	15.15	400,055
16. Fitchburg	50.93	50.93	3,540,000
Watertown Branch	7.85	7.85	
Lancaster and Sterling Branch	9.00	9.00	
17. Fitchburg and Worcester	13.99	13.99	333,884
18. Grand Junction and Depots	9.00	9.00	1,946,942
19. Hampshire and Hampden	24.96	24.96	596,651
20. Horn Pond Branch	0.66	0.66	13,075
21. Lexington and West Cambridge	6.63	6.63	251,258
22. Lowell and Lawrence	12.35	12.35	363,158
23. Marlboro' Branch	3.90	3.90	157,500
24. Medway Branch	3.60	3.60	37,909
25. Middleboro' and Taunton	8.55	8.55	156,257
26. Midland	12.62	12.62	3,666,050
Norfolk County	25.96	25.96	
Southbr. and Blackstone (8 m. in Ct.)	22.76	22.76	
27. Nashua and Lowell (6.22 miles in N. H.)	14.58	14.58	654,603
28. New Bedford and Taunton	20.13	20.13	553,014
Harbor Branch	1.46	1.46	
29. Newburyport	14.58	14.58	597,386
Danvers and Georgetown	12.39	12.39	
30. New York and Boston	32.00	32.00	744,130
31. Old Colony and Fall River	37.26	37.26	3,434,164
Fall River Division	42.24	42.24	
Bridgewater Branch	7.76	7.76	
32. Peterboro' and Shirley	14.10	14.10	265,327
33. Pittsfield and North Adams	18.65	18.65	443,678
34. Providence, Warren and Bristol (9 miles in R. I.)	13.60	13.60	448,667
35. Providence & Worcester (18 m. in R. I.)	43.41	43.41	1,698,991
36. Rockport	4.01	4.01	83,718
37. Salem and Lowell	16.88	16.88	464,013
38. South Reading Branch	8.15	8.15	149,900
39. South Shore	11.50	11.50	501,593
40. Stockbridge and Pittsfield	21.93	21.93	448,700
41. Stony Brook	13.16	13.16	267,383
42. Stoughton Branch	4.04	4.04	83,718
43. Taunton Branch	11.20	11.20	313,156
Taunton River Branch	0.58	0.58	
44. Troy and Greenfield	42.55	7.00	1,040,238
45. Vermont and Massachusetts (10.50 miles in Vt.)	69.00	69.00	3,268,415
Greenfield Branch	8.00	8.00	
46. Western	117.81	117.81	8,443,881
47. West Stockbridge	2.75	2.75	39,600
48. Worcester and Nashua	45.67	45,67	1,278,898
Total attributed to Massachusetts	1,383.25	1.336.37	$60,748,232
Deduct parts of road in other States	101.72	101.72	4,525,417
	1,281.53	1,234.65	$56,222,815
Add parts of road attributed to other St's.	46.37	46.37	1,973,956
Actual Total in Massachusetts	1,327.90	1,281.02	$58,196,771

Corporate Titles of Companies.	Mileage Total.	Mileage Completed.	Cost of Road and Equipm't.
5. Rhode Island.			
1. New York, Providence and Boston (5 miles in Ct.)	50.00	50.00	$2,158,000
2. New York and Boston	32.50	.....	325,000
3. Newport and Fall River	17.32	.....	.....
Total attributed to Rhode Island	99.82	50.00	$2,483,000
Deduct parts of road in other States	6.00	6.00	215,800
	93.82	44.00	$2,267,200
Add parts of road attributed to other St's.	55.32	55.32	2,128,221
Actual Total in Rhode Island	149.14	99.32	$4,395,421
6. Connecticut.			
1. Danbury and Norwalk	23.81	23.81	$402,476
2. Hartford and New Haven (5.87 in Mass.)	61.38	61.38	3,461,396
Middletown Branch	9.76	9.76	
Hartford Branch	0.87	0.87	
3. Hartford, Providence and Fishkill (26.32 miles in R. I.)	197.50	122.36	4,205,966
4. Housatonic	74.00	74.00	2,439,775
5. Naugatuck	57.00	57.00	1,381,800
6. N. Haven, N. London and Stonington	50.00	50.00	1,454,040
Stonington Extension	11.00	11.00	397,837
7. New Haven and Northampton	46.00	46.00	1,400,000
Farmington Valley Line	4.66	4.66	
Collinsville Branch	8.00	8.00	
Tariffville Branch	1.00	1.00	
8. New London Northern (9 miles in Mass.)	66.00	66.00	686,074
9. New York and Boston Air Line	80.00	20.00	657,701
10. N. Y. and New Haven (14.14 m. N. Y.)	61.25	61.25	5,315,871
Branch at New Haven	1.00	1.00	
11. Norwich and Worcester (21 m. in Mass.)	66.00	66.00	2,613,694
Total attributed to Connecticut	819.23	684.09	$24,416,630
Deduct parts of road in other States	76.33	76.33	3,441,711
	742.90	607.76	$20,974,919
Add parts of road attributed to other St's.	13.00	13.00	575,088
Actual total in Connecticut	755.90	620.76	$21,550,007
7. New York.			
1. Adirondac	182.00	.....	$283,594
2. Albany and Susquehanna	140,00	.....	698,677
3. Albany and Vermont	32.95	32.95	600,000
4. Albany and West Stockbridge	38.25	38.25	2,388,359
5. Atlantic and Great Western in N. York	48.00	48.00	1,600,000
6. Avon, Geneseo and Mount Morris	15.53	15.53	205,417
7. Blossburg and Corning	14.81	14.81	496,661
8. Brooklyn and Jamaica Central	14.50	14.50	736,156
9. Buffalo, New York and Erie	142.00	142.00	3,165,047
10. Buffalo and State Line	68.34	68.34	2,789,214
11. Cayuga and Susquehanna	34.61	34.61	719,050
12. Chemung	17.36	17.36	400,000
13. Elmira, Jefferson and Canandaigua	46.84	46.84	500,000
14. Hudson and Boston	17.33	17.33	175,000
15. Hudson River	143.72	143.72	12,049,660
16. Hicksville and Cold Spring	6.25	4.00	45,263
17. Lake Ontario, Auburn and New York	73.84	.....	74,854
18. Lebanon Springs	22.50	.....	324,548
19. Long Island	94.00	94.00	2,920,949
Hempstead Branch	2.50	2.50	
20. New York Central—main line	297.75	297.75	31,524,226
Troy and Schenectady	21.00	21.00	
Syracuse and Rochester	104.00	104.00	
Batavia and Attica	11.00	11.00	
Rochester and Niagara	74.75	74.75	
Tonawanda	12.25	12.25	
Buffalo and Lewiston	28.25	28.25	
Rochester and Charlotte	6.88	6.88	
21. New York and Flushing	7.80	7.80	289,168
22. New York and Erie (42¼ miles in Pa.)	446.00	446.00	35,796,902
Buffalo Branch	60,00	60.00	
Newburg Branch	19.00	19.00	
Union (Ramapo)	0.25	0.25	
23. New York and Harlem	130.75	130.75	10,036,544
Port Morris Branch	2.12	2.12	
24. Niagara Bridge and Canandaigua	98,57	98.57	1,000,000
Tonawanda Branch	1.64	1.64	
25. Niagara Falls and Lake Ontario	13.15	13.15	393.729
26. Ogdensburg (Northern)	118.00	118.00	4,816,751
Champlain Branch	1.50	1.50	
27. Oswego and Syracuse	35.91	35.91	800,915
28. Plattsburg and Montreal	23.17	23.17	349,775
29. Rensselaer and Saratoga	25.26	25.26	920,028
30. Rochester and Genesee Valley	18.45	18.45	656,026
31. Rome, Watertown and Ogdensburg	96.76	96.76	2,275,909
Potsdam and Watertown Line	75.36	75.36	1,600,026
Ogdensburg Line	17.00	17.00	340,000
32. Sacketts Harbor, Rome and New York	18.50	18.50	76,562
33. Saratoga and Schenectady	21.50	21.50	480,684
34. Saratoga and Whitehall	40.86	40.86	902,208
Rutland Branch	6.66	6.66	
35. Staten Island	13.20	13.20	303,603
36. Syracuse, Binghamton and New York	80.94	80.94	2,860,368
37. Troy and Bennington	5.38	5.38	253,967
38. Troy and Boston	34.91	34.91	1,570,514
39. Troy and Greenfield	6.00	6.00	294,908
40. Troy and Rutland	17.27	17.27	349,939
41. Troy Union and Depot	2.14	2.14	752,601
42. Utica and Black River	108.50	39.94	860,411
Trenton Falls Branch	2.59	2.59	
43. Warwick Valley	10.33	10.33	191,748
Total attributed to New York	3.260.68	2,776.53	$129,869,961
Deduct parts of roads in other States	42.25	42.25	2.961,218
	3,218.43	2,734.28	$126,908,743
Add parts of road attrib'd to other States.	33.32	33.32	1,808,921
Actual total in New York	3,251.75	2,767.60	$128,717,664
8. New Jersey.			
1. Belvidere Delaware	64.21	64.21	$3,134,656
2. Burlington and Mount Holly	7.12	7.12	120,656
3. Camden and Amboy	61.28	61.28	5,918,658
Trenton Branch	6.00	6.00	
New Brunswick Line	25.09	25.09	
4. Camden and Atlantic	60.23	60.23	1,833,935
5. Central of New Jersey	63.80	63.80	5,835,576
Extra Track (for Warren R. R.)	48.00	48.00	
6. Flemington	12.00	12.00	287,087
7. Freehold and Jamesburg	17.00	11.50	231,174
8. Hackensack and New York	4.88	4.88	108,000
Lodi Branch (private)	0.78	0.78	20,000
9. Long Dock (and Tunnel)	2.88	2.88	2,553,554
10. Millstone and New Brunswick	6.62	6.62	111,114
11. Millville and Glassboro'	22.30	22.30	190,422
12. Morris and Essex	92.00	52.52	1,757,991
13. Newark and Bloomfield	14.00	6.00	110,098
14. Newark and Hoboken	8.00	8.00	320,000
15. New Jersey	33.80	33.80	4,010,467
16. Northern New Jersey	21.27	21.27	411,929
17. Paterson and Hudson	14.50	14.50	630,000
18. Paterson and Ramapo	15.12	15.12	350,000
19. Raritan and Delaware Bay	120.00	63.00	1,340,000
Long Branch Extension	4.00	4.00	
20. Sussex	12.00	12.00	417,143
21. Warren	21.04	21.04	1,876,712
22. West Jersey	60.00	42.00	780,455
Actual total in New Jersey	818.92	689.90	$32,349,627
9. Pennsylvania.			
1. Alleghany Valley	176.41	45.00	$1,765,300
2. Atlantic and Great Western	88.00	88.00	2,640,000
Franklin Branch	20.00	.....	.....
3. Bald Eagle Valley	53.00	27.00	810,000
4. Barclay Coal	16.50	16.50	261,609
5. Beaver Meadow	24.50	24.50	1,306,350
Branches	23.80	23.80	
6. Bedford	19.75	12.00	898,720
7. Bellefonte and Snow-Shoe	18.33	18.33	366.600
8. Broad Mountain and Mahanoy	13.00	13.00	600,000
9. Catasauqua	14.50	14.50	224,000
10. Catawissa	65.00	65.00	3,384,000
11. Chartiers Valley	26.00	.....	260,000
12. Chester Valley	21.50	21.50	1,371,900
13. Chestnut Hill	4.16	4.16	121,650
14. Columbia and Reading	43.00	.....	490,000
Lancaster Branch	6.00	.....	
15. Cumberland Valley	52.00	52.00	1,126,574
16. Delaware, Lackawanna and Western	110.70	110.70	8,912,937
Keyser Valley Branch	2.80	2.80	
17. Delaware and Hudson	26.50	26.50	1,905,626
Branches	4.00	4.00	
Mine Railroads	32.00	32.00	
18. East Brandywine and Waynesburg	17.50	17.50	350,000
19. East Pennsylvania	35.40	35.40	955,129
Temple Junction	1.12	1.12	

Corporate Titles of Companies.	Mileage Total.	Mileage Completed.	Cost of Road and Equipm't.
20. Ebensburg and Cresson	8.00	8.00	200,000
21. Elmira and Williamsport	78.00	78.00	2,136,037
22. Erie and Northeast	18.50	18.50	700,000
23. Erie and Pittsburg	80.34	41.25	680,000
24. Fayette County	12.69	12.69	130,000
25. Franklin, (6.50 miles in Md.)	22.50	22.50	525,000
26. Gettysburg	17.12	17.12	274,481
27. Hanover	12.20	12.20	224,665
28. Harrisburg and Lancaster	36.00	36.00	1,882,545
Columbia Branch	18.00	18.00	
29. Hazleton and Lehigh	14.50	14.50	400,000
30. Hempfield (9 miles in Va.)	76.30	32.00	1,657,179
31. Huntingdon and Broad Top	31.25	31.25	1,358,179
Branches	14.25	11.25	
32. Lackawanna	9.00	9.00	180,000
33. Lackawanna and Bloomsburg	80.00	80.00	2,366,805
34. Lehigh Luzerne	20.00	20.00	261,319
Eckley Branch	1.50	1.50	
35. Lehigh and Susquehanna	19.71	19.71	1,387,912
36. Lehigh Valley	45.50	45.50	3,787,533
37. Little Schuylkill	28.00	28.00	3,299,606
Branches	5.50	5.50	
38. Littlestown	7.25	7.25	81,399
39. Lorberry Creek	5.13	5.13	102,600
40. Lykens Valley	15.50	15.50	431,208
Branches	4.20	4.20	
41. McCauley's Mountain	6.00	6.00	200,000
42. Mauch Chunk and Summit Hill	6.25	6.25	1,389,729
Branches	22.00	22.00	
43. Mill Creek and Mine Hill	4.09	4.09	316,922
Extensions and Branches	8.43	8.43	
44. McKean and Elk	26.20	.....	262,000
45. Mine Hill and Schuylkill	24.50	24.50	3,252,265
Extensions and Branches	106.00	106.00	
46. Mount Carbon	1.26	1.26	211,347
Branches	5.00	5.00	
47. Mount Carbon and Port Carbon	2.50	2.50	282,350
Branches	6.33	6.33	
48. North Lebanon	7.52	7.52	313,298
Branches	0.68	0.68	
49. North Pennsylvania	55.26	55.26	5,868,586
Doylestown Branch	10.08	10.08	
Shimersville Branch	1.81	1.81	
50. Oil Creek	27.00	27.00	650,000
51. Pennsylvania	249.99	249.99	29,988,678
Hollidaysburg Branch	9.08	9.08	
Indiana Branch	18.99	18.99	
Philadelphia Division	81.14	81.14	
52. Pennsylvania Coal	47.00	47.00	2,000,000
53. Philadelphia and Baltimore Central	36.50	36.50	902,300
54. Philadelphia, Germantown & Norrist'n	17.06	17.06	1,367,634
Germantown Branch	3.14	3.14	
55. Philadelphia (Sunbury) and Erie	289.00	148.00	10,875,699
56. Philadelphia and Reading	95.00	95.00	24,481,219
Lebanon Valley Line	54.00	54.00	
City Branch	5.00	5.00	
57. Philadelphia and Trenton	28.20	28.20	603,882
58. Philadelphia, Wilmington and Baltimore (56 m. in Md. and 23 m. in Del.)	98.00	98.00	7,766,138
Port Deposit Branch	6.00	.....	
59. Pittsburg and Connellsville	147.00	57.40	2,919,698
60. Pittsburg, Newcastle and Cleveland	13.00	.....	130,000
61. Pittsburg, Fort Wayne and Chicago (249 miles in Ohio; 155 miles in Ind. and 12 miles in Ill.)	467.50	467.50	18,663,595
62. Pittsburg and Steubenville (8 miles in Va.)	42.00	31.00	1,947,462
63. Quakake	14.09	14.09	668,933
64. Schuylkill and Susquehanna	54.00	54.00	1,258,700
65. Schuylkill Valley	9.23	9.23	601,316
Branches	15.22	15.22	
66. Strasburg	4.25	4.25	100,000
67. Shamokin Valley and Pottsville	28.03	28.03	1,337,375
Lancaster Colliery Branch	1.12	1.12	
68. Swatara	6.00	6.00	48,000
69. Tangascootuc	.....	.....	.....
70. Tioga	29.61	29.61	789,281
71. Treverton	14.50	14.50	792,000
72. Union Canal Cos. R. R	3.50	3.50	100,000
Branches	2.25	2.25	
73. Tyrone and Clearfield	36.00	18.00	450,000
74. Westchester	9.00	9.00	106,888
Branch	1.25	1.25	
75. Westchester and Philadelphia	26.38	26.38	1,685,315
76. Wrightsville, York and Gettysburg	13.00	13.00	400,046
Sundry Coal Railroads not otherwise accounted for—say	300.00	300.00	3,000,000
Total attributed to Pennsylvania	4,127.35	3,476.00	$171,663,520
Deduct parts of road in other States	542.50	526.50	22,607,834
	3,584.85	2,949.50	$149,055,686
Add parts of road attrib'd to other States.	200.70	184.70	10,603,180
Actual total in Pennsylvania,	3,785.55	3,134.20	$159,658,866
10. Delaware.			
1. Delaware	84.00	84.00	$1,552,257
2. Junction and Breakwater	29.00	8.50	77,040
3. Newcastle and Frenchtown	16.19	16.19	744,520
4. Newcastle and Wilmington	5.00	5.00	150,000
Total attributed to Delaware	134.19	113.69	$2,523,817
Add parts of road attributed to other St's.	23.00	23.00	1,827,972
Actual total in Delaware	157.19	136.69	$4,351,789
11. Maryland.			
1. Annapolis and Elkridge	20.50	20.50	$442,000
2. Baltimore and Ohio (241 miles in Va.)	379.60	379.60	24,918,773
Branches	7.20	7.20	
Washington Line	30.00	30.00	1,650,000
3. Cumberland Coal and Iron	10.40	10.40	560,000
Branches	3.60	3.60	
4. Cumberland and Pennsylvania	25.00	25.00	1,254,992
Branches	2.50	2.50	
5. Eastern Shore	31.50	6.50	125,000
6. George's Creek	21.00	21.00	600,000
7. Northern Central (102 miles in Pa.)	142.00	142.00	8,228,731
8. Western Maryland	80.00	31.00	620,000
Sundry Coal Railroads (estimated)	50.00	50.00	1,000,000
Total attributed to Maryland	803.30	729.30	$39,399,496
Deduct parts of road in other States	343.00	343.00	21,428,787
	460.30	386.30	$17,970,709
Add parts of road attributed to other St's.	78.50	62.50	4,570,712
Actual total in Maryland	538.80	448.80	$22,540,421
12. Virginia.			
1. Alexandria, Loudoun and Hampshire	160.00	41.51	$1,533,038
2. Alexandria and Washington	6.00	6.00	120,000
3. Blue Ridge (State Road)	16.81	16.81	1,604,761
4. Clover Hill (coal)	18.50	18.50	185,000
5. Covington and Ohio	224.00	....	1,905,644
6. Fredericksburg and Gordonsville	45.00	....	221,572
7. Manassas Gap	139.30	77.77	3,153,228
Port Royal Branch	1.00	1.00	
Gainesville Branch	7.96	7.96	
Harper's Ferry Branch	44.12	....	
8. Norfolk and Petersburg	80.00	80.00	2,129,029
9. North Western Virginia	103.50	103.50	5,683,753
10. Orange and Alexandria	88.30	88.30	6,421,798
Warrenton Branch	8.90	8.90	
Lynchburg Extension	59.50	59.50	
11. Petersburg (8.22 miles in N. Carolina)	62.00	62.00	1,259,854
Gaston Branch (8.97 m. in N. C.)	18.00	18.00	
12. Richmond and Danville	140.50	140.50	3,726,037
Midlothian Branch	1.14	1.14	
Manchester Branch	1.55	1.55	
13. Richmond, Frederick and Potomac	75.00	75.00	1,985,579
Springfield Branch	3.50	3.50	
14. Richmond and Petersburg	22.14	22.14	1,222,523
Port Walthall Branch	2.75	2.75	
15. Richmond and York River	38.30	23.66	725,394
16. Roanoke Valley (13.88 m. in N. Car.)	22.00	22.00	476,612
17. Seaboard & Roanoke (16.77 m. in N.C.)	80.00	80.00	1,469,246
18. South Side (Petersburg & Lynchburg)	123.00	123.00	4,239,537
City Point Branch	9.00	9.00	
19. Virginia Central	189.19	189.19	5,493,950
20. Virginia and Kentucky	130.00	....	105,601
21. Virginia and Tennessee	204.24	204.24	7,430,835
Salt Works Branch	9.42	9.42	
Other Branches	1.20	1.20	
22. Winchester and Potomac	32.00	32.00	575,830
Total attributed to Virginia	2,167.82	1,530.04	$51,668,821
Deduct parts of roads in other States	47.84	47.84	883,219
	2,119.98	1,482.20	$50,785,602
Add parts of road attributed to other St's.	258.00	258.00	16,426,731
Actual total in Virginia	2,377.98	1,740.20	$67,212,333

Corporate Titles of Companies.	Mileage Total.	Mileage Completed.	Cost of Road and Equipm't.
13. North Carolina.			
1. Atlantic and North Carolina	94.92	94.92	$2,157,503
2. North Carolina	223.00	223.00	4,235,072
3. Raleigh and Gaston	97.00	97.00	1,240,241
4. Western (coal)	41.50	41.50	830,000
5. Western North Carolina	273.12	81.00	2,000,000
Newton Branch	3.00	3.00	
6. Wilmington, Charlotte & Rutherford'n	262.00	112.00	2,500,000
7. Wilmington and Manchester (99 miles in S. Carolina)	161.50	161.50	2,869,223
8. Wilmington and Weldon	161.50	161.50	3,076,588
Tarboro' Branch	15.00	15.00	120,000
9. Piedmont (Greensboro' to Danville)	....	....	.....
Total attributed to North Carolina	1,332.54	990.42	$19,028,627
Deduct parts of road in other States	99.00	99.00	1,758,834
	1,233.54	891.42	$17,269,793
Add parts of road attributed to other St's.	86.88	53.88	971,502
Actual total in North Carolina	1,320.42	945.30	$18,241,295
14. South Carolina.			
1. Blue Ridge	53.50	31.50	$2,989,165
Branch	1.50	1.50	
2. Charleston & Savannah (15 m. in Ga.)	103.32	103.32	2,319,784
3. Charlotte and South Carolina (6.04 m. in N. Carolina)	109.60	109.60	1,719,045
4. Cheraw and Darlington	40.30	40.30	612,000
5. Cheraw and Coal Fields (33 m. in N. C.)	57.00	....	.....
6. Greenville and Columbia	143.25	143.25	2,762,930
Abbeville Branch	11.50	11.50	
Anderson Branch	9.50	9.50	
7. King's Mountain	22.50	22.50	225,000
8. Laurens	32.00	32.00	543,403
9. North Eastern	102.00	102.00	2,054,315
10. South Carolina	136.00	136.00	6,503,106
Columbia Branch	68.00	68.00	
Camden Branch	38.00	38.00	
11. Spartanburg and Union	67.00	40.00	897,391
Total attributed to South Carolina	994.07	910.97	$20,626,139
Deduct parts of road in other States	54.04	21.04	394,283
	940.93	889.93	$20,231,856
Add parts of road attributed to other St's	99.00	99.00	1,758,834
Actual total in South Carolina	1,039.93	988.93	$21,990,690
15. Georgia.			
1. Atlanta and West Point	86.74	86.74	$1,192,389
2. Augusta and Savannah	53.00	53.00	1,032,298
3. Barnesville and Thomaston	16.00	16.00	200,000
4. Brunswick and Florida	67.20	43.50	755,919
5. Central of Georgia	190.72	190.72	3,700,000
6. Etowah	8.87	8.87	112,526
7. Georgia	171.00	171.00	4,156,000
Athens Branch	39.00	39.00	
Warrenton Branch	4.00	4.00	
Washington Branch	18.00	18.00	
8. Macon and Brunswick	174.00	37.50	1,000,000
9. Macon and Western	102.00	102.00	1,501,964
10. Main Trunk (Atlantic and Gulf)	163.50	109.69	2,193,817
11. Milledgeville and Eatonton	22.00	22.00	275,901
12. Milledgeville and Gordon	17.00	17.00	213,500
13. Muscogee	50.00	50.00	1,000,000
14. Rome and Kingston	20.00	20.00	250,000
15. Savannah, Albany and Gulf	68.13	68.13	1,386,634
16. South Western	106.10	106.10	4,000,000
Butler Branch	22.00	22.00	
Eufala Branch	59.08	59.08	
Fort Gaines Branch	21.89	21.89	
17. Western and Atlantic (13 m. in Tenn.)	138.00	138.00	5,901,497
Total attributed to Georgia	1,618.23	1,404.22	$28,872,445
Deduct parts of road in other States	13.00	13.00	555,932
	1,605.23	1,391.22	$28,316,513
Add parts of road attrib'd to other States.	30.00	30.00	719,879
Actual total in Georgia	1,635.23	1,421.22	$29,036,392
16. Florida.			
1. Florida	154.20	154.20	$3,084,000
2. Florida and Alabama	45.10	45.10	1,133,000
3. Florida, Atlantic and Gulf Central	59.30	59.30	1,212,000
4. Pensacola and Georgia	297.00	112.00	2,719,000
Monticello Branch	3.90	3.90	
5. Perdido and Junction	6.00	6.00	60,000
6. Tallahassee	21.00	21.00	420,000
Actual total in Florida	586.50	401.50	$8,628,000
17. Alabama.			
1. Alabama and Florida	115.60	115.60	$2,981,716
2. Alabama and Tennessee Rivers	167.40	109.80	2,446,833
3. Alabama and Mississippi	88.30	88.30	2,000,000
4. Marion and Cahawba	14.00	14.00	280,000
5. Mobile and Girard	228.30	57.30	2,000,000
6. Mobile and Great Northern	67.30	49.16	1,094,200
7. Mobile and Ohio (in Alabama)	63.00	63.00	1,787,373
8. Montgomery and West Point	88.50	88.50	2,265,983
Opelika Branch	28.40	28.40	
9. North East and South West	209.50	.....	619,000
10. Selma and Gulf	58.80	.....	588,000
11. Tennessee and Alabama Central	26.10	26.10	781,500
12. Tennessee and Coosa	36.50	.....	365,000
13. Wills' Valley	82.00	.....	410,000
Total attributed to Alabama	1,273.70	640.16	$17,619,605
Add part of road attributed to Tennessee	161.00	161.00	3,731,497
Actual total in Alabama	1,434.70	891.16	$21,351,102
18. Mississippi.			
1. Grand Gulf and Port Gibson	8.00	8.00	$200,000
2. Mississippi Central (47.40 m. in Tenn.)	236.00	236.00	6,318,792
3. Mississippi and Tenn. (9.78 m. in Tenn.)	99.20	99.20	2,372,915
4. Mobile and Ohio (in Mississippi)	270.00	270.00	6,731,927
Columbus Branch	14.50	14.50	
5. Raymond	7.00	7.00	100,000
6. Southern Mississippi	143.60	143.60	4,308,000
Total attributed to Mississippi	778.30	778.30	$20,031,634
Deduct parts of road in other States	57.18	57.18	1,379,418
	721.12	721.12	$18,652,216
Add parts of road attributed to other St's.	351.00	146.00	5,581,922
Actual total in Mississippi	1,072.12	867.12	$24,234,138
19. Louisiana.			
1. Baton-Rouge, Grosse-Tete & Opelousas.	46.00	17.00	$327,009
2. Clinton and Port Hudson	22.00	22.00	750,666
3. Mexican Gulf	27.00	27.00	662,910
4. Milnburg and Lake Pontchartrain	6.00	6.00	212,938
5. New Orleans and Carrollton	6.50	6.50	500,000
Branches	8.50	8.50	
6. N. Orleans, Opelousas and Gt. Western	258.00	80.00	4,459,680
Houston Line	161.00	.....	1,610,000
7. New Orleans, Jackson and Great Northern (118 miles in Miss.)	411.00	206.00	6,611,181
8. Vicksburg, Shreveport and Texas	189.00	53.75	1,662,691
9. West Feliciana	26.00	26.00	620,000
Total attributed to Louisiana	1,161.00	452.75	$17,417,075
Deduct part of road in Mississippi	323.00	118.00	3,786,856
Actual total in Louisiana	838.00	334.75	$13,630,219
20. Texas.			
1. Buffalo Bayou, Brazos and Colorado	160.00	32.00	$1,200,000
2. Eastern Texas	140.00	21.00	1,000,000
3. Galveston, Houston and Henderson	240.00	72.00	2,880,000
4. Houston and New Orleans	96.00	96.00	3,000,000
5. Houston Tap and Brazoria	80.00	80.00	2,000,000
6. Houston and Texas Central	356.00	78.00	4,829,772
Austin Branch	120.00	20.00	
7. Memphis, El Paso and Pacific	225.00	.....	.....
8. Sabine and Rio Grande	452.00	.....	100,000
9. San Antonio and Mexican Gulf	135.00	25.00	500,000
10. Southern Pacific	783.00	27.50	1,000,000
Actual total in Texas	2,787.00	451.50	$16,509,772
21. Arkansas.			
1. Cairo and Fulton	301.00	.....	$1,000,000
2. Little Rock and Fort Smith	155.00	.....	200,000
3. Little Rock and Napoleon	99.33	.....	400,000
4. Memphis and Little Rock	146.00	38.50	1,200,000
Actual total in Arkansas	701.33	38.50	$2,800,000
22. Missouri.			
1. Cairo and Fulton	78.00	37.00	$1,200,000
2. Chariton and Randolph	40.00	.....	400,000
3. Cameron and Kansas City	36.00	.....	360,000
4. Hannibal and St. Joseph	206.80	206.80	12,364,139

Corporate Titles of Companies.	Mileage Total.	Mileage Completed.	Cost of Road and Equipm't.
5. Missouri River Valley	108.00	.....	540,000
6. North Missouri	236.75	168.80	6,966,144
7. Pacific of Missouri	282.00	189.70	10,585,443
South Western Branch	283.00	77.50	4,201,216
8. Platte County	150.40	52.00	1,600,000
9. Quincy and Palmyra	10.50	10.50	250,000
10. St. Louis Levee	5.00	5.00	150,000
11. St. Louis and Iron Mountain	86.50	86.50	5,532,081
Potosi Branch	3.65	3.65	67,969
Actual total in Missouri	1,526.60	837.45	$44,216,983
23. Tennessee.			
1. Central Southern	47.58	47.58	$1,079,572
2. Cleveland and Chattanooga	30.00	30.00	867,210
3. East Tennessee and Georgia	110.80	110.80	3,637,367
4. East Tennessee and Virginia	130.28	130.28	2,866,297
5. Edgefield and Kentucky	46.70	46.70	1,289,771
6. Knoxville and Kentucky	63.00	.....	630,000
7. Memphis and Charleston (28 miles in Miss. and 157 miles in Ala.)	271.56	271.56	6,744,647
Somerville Branch	15.40	15.40	
Florence Branch (in Ala.)	4.00	4.00	
8. Memphis and Ohio	130.60	130.60	2,612,019
9. Memphis, Clarkesville and Louisville	56.80	56.80	1,592,518
10. McMinnville and Manchester	34.20	34.20	590,623
11. Mobile and Ohio (in Tennessee)	118.50	118.50	2,957,599
12. Nashville and Chattanooga	149.75	149.75	3,632,882
Shelbyville Branch	9.00	9.00	
13. Nashv. and N. Western (7.5 m. in Ky.)	175.00	175.00	5,269,879
14. Rogersville and Jefferson	14.00	.....	140,000
15. Tennessee and Alabama	57.52	45.81	1,185,053
16. Winchester and Alabama	38.12	38.12	629,662
Total attributed to Tennessee	1,502.81	1,414.10	$35,725,099
Deduct parts of road in other States	211.51	211.51	5,109,376
	1,291.30	1,202.59	$30,615,723
Add parts of road attributed to other St's.	102.18	102.18	2,929,788
Actual total in Tennessee	1,393.48	1,304.77	$33,545,511
24. Kentucky.			
1. Breckinridge (Coal)	8.50	8.59	$312,000
2. Covington and Lexington	80.00	80.00	4,019,995
3. Henderson and Nashville	96.00	.....	1,000,000
4. Lexington and Big Sandy	133.00	17.00	694,024
5. Lexington and Danville	35.00	13.00	824,488
6. Lexington and Frankfort	29.00	29.00	643,421
7. Louisville and Frankfort	65.10	65.10	1,570,261
8. Louisville & Nashville (45 m. in Tenn.)	184.50	184.50	7,094,145
Memphis Branch	31.70	31.70	1,126,197
Lebanon Branch	37.60	37.60	1,067,594
9. Maysville and Lexington	89.00	18.80	600,000
10. Mobile and Ohio (in Kentucky)	44.50	20.00	621,992
11. New Orleans & Ohio (Paducah Branch)	58.50	58.50	1,462,400
12. Portland and Louisville (Horse)	5.00	5.00	100,000
Total attributed to Kentucky	897.40	568.70	$21,076,517
Deduct parts of road in Tennessee	45.00	45.00	1,730,295
	852.40	523.70	$19,346,222
Add parts of road attributed to Tennessee.	7.50	7.50	161,279
Actual total in Kentucky	859.90	531.20	$19,507,501
25. Ohio.			
1. Ashtabula and New Lisbon	84.62	.....	$846,200
2. Atlantic and Great Western	243.00	60.00	2,200,000
3. Bellefontaine and Indiana	118.23	118.23	3,030,584
4. Carrollton Branch	11.50	11.50	230,000
5. Central Ohio	137.00	137.00	6,502,178
6. Cincinnati, Hamilton and Dayton	60.30	60.30	3,423,619
7. Cincinnati and Indiana	20.00	.....	200,000
8. Cin. & Indianap. Junc. (10 m. in Ind.)	99.10	29.67	1,000,000
9. Cincinnati, Wilmington and Zanesville	162.80	132.80	6,496,872
10. Cleveland, Columbus and Cincinnati	135.41	135.41	4,700,489
Delaware Curve	5.79	5.79	
11. Cleveland and Mahoning	85.00	85.00	2,981,722
12. Cleveland, Painesville and Ashtabula (25.50 miles in Pa.)	95.40	95.40	3,986,538
Branch at Erie City (Pa.)	1.20	1.20	
13. Cleveland & Pittsb. (14.95 m. in Pa.)	101.00	101.00	8,172,140
Tuscarawas Extension	32.00	32.00	
Hanover Branch	1.50	1.50	
Beaver Extension	22.00	22.00	
Wheeling Extension	47.00	47.00	
14. Cleveland and Toledo	87.50	87.50	$7,203,793
Northern Division	61.50	61.50	
15. Cleveland, Zanesville and Cincinnati	114.10	61.39	1,574,693
16. Clinton Line	55.30	.....	1,000,000
17. Clinton Line Extension	94.30	.....	1,986,000
18. Columbus and Indianapolis	103.00	103.00	3,090,000
19. Columbus and Xenia	54.56	54.56	1,657,600
20. Dayton and Cincinnati (Tunnel Line)	53.20	.....	2,000,000
21. Dayton and Michigan	144.00	144.00	5,262,859
22. Dayton and Western	36.30	36.30	1,104,085
23. Dayton, Xenia and Belpre	63.00	16.00	860,496
24. Eaton and Hamilton	45.00	45.00	1,180,766
25. Four Mile Valley	34.00	.....	340,000
26. Fremont, Lima and Union	120.00	40.00	1,500,000
27. Greenville and Miami	32.00	32.00	888,000
28. Iron	47.00	13.00	219,121
29. Little Miami	83.40	83.40	4,032,790
30. Marietta and Cincinnati	251.80	173.80	9,792,293
Hillsboro' Branch	21.60	21.60	
Dayton and Eastern Branch	42.00	.....	42,000
31. Ohio and Mississippi (172 miles in Ind.)	192.30	192.30	17,611,089
32. Pittsburgh, Columbus and Cincinnati	117.00	117.00	4,772,951
Cadiz Branch	8.00	8.00	
33. Pittsburgh, Maysville and Cincinnati	225.00	.....	1,125,000
34. Sandusky, Dayton and Cincinnati	153.90	153.90	4,593,798
Findlay Branch	16.00	16.00	
35. Sandusky, Mansfield and Newark	116.00	116.00	2,309,278
Huron Branch	10.00	10.00	
36. Scioto and Hocking Valley	130.00	55.60	1,103,975
37. Springfield and Columbus	19.50	19.50	346,589
38. Springfield Mt. Vernon and Pittsburg	112.00	49.80	2,205,000
39. Tiffin and Fort Wayne	102.70	.....	102,700
40. Tol., Wabash & West'n (166.9 m. in Ind.)	242.40	242.40	8,284,595
41. Union (Belpre)	9.50	9.50	285,000
Total attributed to Ohio	4,460.71	3,032.38	$130,244,822
Deduct parts of road in other States	407.82	391.55	23,018,791
	4,052.89	2,640.83	$107,226,031
Add parts of road attributed to other St's.	363.91	363.91	13,993,713
Actual total in Ohio	4,416.80	3,004.74	$121,219,744
26. Michigan.			
1. Amboy, Lansing and Traverse Bay	192.00	30.00	$1,250,000
2. Bay de Noquet and Marquette	20.50	20.50	410,000
3. Chicago, Detroit and Canada G. Junc.	59.00	59.00	1,800,000
4. Detroit and Milwaukee	188.00	188.00	9,118,219
5. Detroit Monroe and Toledo	51.00	51.00	1,202,821
6. Flint and Pere Marquette	173.00	35.00	1,250,000
7. Grand Rapids and Indiana	183.00	.....	1,000,000
8. Iron Mountain	25.00	25.00	600,000
9. Michigan Central (52 miles in Ind. & 13 miles in Ill.)	284.80	284.80	13,151,247
10. Michigan Southern and Northern Indiana (101 miles in Ind. and 12 in Ill.)	246.00	246.00	15,971,940
Erie and Kalamazoo (12 m. in Ohio)	30.00	30.00	
Goshen Air Line (63.60 m. in Ohio)	123.60	123.60	
Det., Monroe & Tol. Junc. (in Ohio)	7.00	7.00	
Jackson Branch	42.00	42.00	
St. Joseph Valley Line	8.00	8.00	
Constantine Branch	4.00	4.00	
Goshen Branch (in Ind.)	10.00	10.00	
Michigan City Branch	14.00	14.00	
11. Port Huron and Milwaukee	89.80	....	1,000,000
Total attributed to Michigan	1,750.70	1,177.90	$46,754,227
Deduct parts of road in other States	344.60	344.60	12,829,442
Actual total in Michigan	1,406.10	833.30	$33,924,785
27. Indiana.			
1. Chicago and Cincinnati	61.00	61.00	$1,250,000
2. Cincinnati and Chicago	108.00	108.00	2,080,433
3. Cincinnati Peru and Chicago	102.00	29.00	1,000,000
4. Evansville and Crawfordsville	109.00	109.00	2,800,000
Rockville Extension	23.00	23.00	
5. Evansville Indianapolis and Cleveland	155.00	.....	155,000
6. Indiana Central	72.40	72.40	1,941,121
7. Indiana and Illinois Central	70.00	.....	700,000
8. Indianapolis and Cincinnati	89.80	89.80	3,457,108
Cincinnati Exten'n (17½ m. in Ohio)	20.00	20.00	
9. Indianapolis and Madison	86.00	86.00	3,000,000
Martinsville Branch	26.00	26.00	
Shelbyville Branch	23.00	23.00	
10. Indianapolis, Pittsburg and Cleveland	82.87	82.87	1,838,478

Corporate Titles of Companies.	Mileage Total.	Mileage Completed.	Cost of Road and Equipm't.
11. Jeffersonville	78.00	78.00	1,831,843
12. Joliet and N. Indiana (30 m. in Ill.)	45.00	45.00	1,300,000
13. Knightstown and Shelbyville	27.00	27.00	400,000
14. Lafayette and Indianapolis	64.00	64.00	1,856,287
15. Logansport Peru and Burlington	49.00	49.00	1,200,000
16. Louisville, New Albany and Chicago	288.00	288.00	6,000,000
17. Peru and Indianapolis	74.00	74.00	2,000,000
18. Rushville and Shelbyville	20.00	20.00	320,000
19. Shelbyville Lateral	16.00	16.00	160,000
20. Terre Haute and Richmond	73.00	73.00	1,611,450
21. Union Track and Depot	3.50	3.50	265,033
Total attributed to Indiana	1,765.57	1,467.57	$35,166,753
Deduct parts of road in other States	47.50	47.50	1,021,667
	1,718.07	1,420.07	$34,145,086
Add parts of roads attributed to other St's.	749.00	749.00	37,719,218
Actual total in Indiana	2,467.07	2,169.07	$71,864,304
28. Illinois.			
1. Chicago, Alton and St. Louis	220.00	220.00	$12,500,000
2. Chicago, Burlington and Quincy	138.00	138.00	7,549,249
Lewiston Branch	30.00	30.00	150,000
3. Chicago and Milwaukee	45.00	45.00	1,867,763
4. Chicago & N. Western (177 m. in Wis.)	243.00	243.00	12,092,303
5. Chicago and Rock Island	181.50	181.50	7,023,936
6. Elgin and State Line	32.20	32.20	580,000
7. Galena and Chicago Union	121.00	121.00	
Fulton and Iowa Line	105.50	105.50	
Fulton Extension	1.75	1.75	9,371,646
Beloit Branch	21.00	21.00	
Elgin Branch	1.50	1.50	
St. Charles Air Line	10.50	10.50	
8. Great Western	175.00	175.00	5,022,926
Meredosia Branch	7.00	7.00	
9. Illinois Central	308.75	308.75	
Chicago Branch	252.20	252.20	27,492,988
Galena Branch	146.50	146.50	
10. Illinois Coal	4.00	4.00	100,000
11. Illinois and Indiana Central	74.50	.....	100,000
12. Illinois River	81.50	81.50	1,630,000
13. Jacksonville, Alton and St. Louis	65.00	.....	650,000
14. Joliet and Chicago	35.80	35.80	1,000,000
15. Logansport and Peoria	123.00	123.00	4,200,000
16. Mound City	3.00	3.00	60,000
17. Northern Illinois	38.50	38.50	1,200,000
18. Ohio and Mississippi	148.00	148.00	4,870,586
19. Peoria and Bureau Valley	46.60	46.60	2,106,000
20. Peoria and Hannibal	129.00	.....	1,290,000
21. Peoria and Oquawka	94.00	94.00	2,413,272
22. Quincy and Chicago	100.00	100.00	1,978,555
23. Quincy and Toledo	34.00	34.00	1,000,000
24. Rockford	45.70	45.70	1,400,000
25. Rock Island Bridge	1.00	1.00	250,000
26. Rock Island and Peoria	71.00	11.00	220,000
27. St. Louis, Alton and Rock Island	120.00	.....	1,200,000
28. St. Louis, Alton and Terre Haute	168.50	168.50	
St. Louis Branch	25.00	25.00	8,237,445
Belleville Division	14.80	14.80	
29. Sterling and Rock Island	52.00	52.00	1,040,000
30. Sycamore and Cortland	5.00	5.00	75,000
31. Tonica and Petersburg	120.00	.....	1,200,000
32. Warsaw and Peoria	83.30	13.00	500,000
Total attributed to Illinois	3,723.60	3,074.80	$120,371,669
Deduct parts of road in other States	177.00	177.00	7,841,797
	3,590.71	2,897.80	$112,529,862
Add parts of road attrib'd to other States.	106.00	106.00	3,611,422
Actual total in Illinois	3,696.71	3,003.80	$116,141,284
29. Wisconsin.			
1. Beloit and Madison	58.00	17.30	$350,000
2. Kenosha, Rockford and Rochester	28.30	28.30	1,000,000
3. Manitowoc and Mississippi	220.00	7.50	500,000
4. Milwaukee and Beloit	43.00	.....	435,000
5. Milwaukee and Chicago	40.00	40.00	1,830,073
6. Milwaukee and Horicon	69.80	42.00	919,757
7. Milwaukee and Minnesota	199.89	199.89	7,400,000
8. Milwaukee and Prairie du Chien	191.90	191.90	
Janesville Branch	8.70	8.70	7,500,000
Southern Line	33.80	33.80	
8. Milwaukee and Superior	380.00	18.00	460,000
10. Milwaukee and Western	135.00	57.00	1,500,000
11. Mineral Point	32.00	32.00	1,900,000
12. Oskosh and Warsaw	.....	.....	.....
13. Racine and Mississippi (35 m. in Ill.)	104.00	104.00	3,802,016
14. St. Croix and Lake Superior	242.00	.....	.....
15. Sheboygan and Fond du Lac	260.00	38.00	760,000
16. Wisconsin Central	65.00	10.00	600,000
Total attributed to Wisconsin	2,111.39	828.39	$28,956,846
Deduct parts of road in other States	35.00	35.00	1,279,435
	2,076.39	793.39	$26,677,411
Add parts of road attrib d to other States.	177.00	177.00	7,841,797
Actual total in Wisconsin	2,253.39	970.39	$34,519,208
30. Minnesota.			
1. Minnesota and Cedar Rapids	112.50	.....	$.....
2. Minnesota and Pacific	220.00	6.60	200,000
Pembina Branch	400.00	.....	.....
3. Minnesota Transit	200.00	.....	.....
4. Minnesota Southern	175.00	.....	.....
5. Root River Valley	60.00	.....	.....
Actual total in Minnesota	1,167.50	6.60	$3,200,000
31. Iowa.			
1. Burlington and Missouri	276.50	120.00	$3,200,000
2. Cedar Rapids and Missouri	240.00	40.00	1,000,000
3. Chicago, Iowa and Nebraska	82.00	82.00	2,000,000
4. Dubuque and Sioux City	320.00	141.00	2,870,014
5. Dubuque, Marion and Western	90.00	51.00	1,480,333
6. Iowa Central Air-Line	438.00	....	438,000
7. Keokuk, Ft. Des Moines & Minnesota	139.80	92.00	3,000,000
8. Keokuk, Mt.Pleasant and Muscatine	68.50	25.20	1,200,000
9. Mahaska County	12.00	12.00	250,000
10. Mississippi and Missouri	312.00	169.00	7,500,000
Muscatine Branch	12.60	12.60	
Oskaloosa Branch	90.40	52.00	1,000,000
Actual total in Iowa	2,081.80	796.80	$23,938,347

32. Kansas.

We have no positive information regarding the railroad enterprises of this State: one is projected from Leavenworth to Fort Riley and westward and another from Elwood opposite St. Joseph, Mo., to Maryville. Of the latter about 10 miles are completed.

33. California.			
California Central	43.80	43.80	$1,400,000
California Northern	186.00	....	.....
Placerville and Sacramento City	28.68	....	.....
Sacramento Valley	22.50	22.50	1,600,000
San Francisco and Sacramento City	58.50	....	500,000
Las Mariposas (Fremont's)	3.75	3.75	100,000
Actual total in California	343.23	70.05	$3,600,000
34. Oregon.			
Cascade Transit	3.80	3.80	$80,000

RECAPITULATION

Showing the actual mileage and cost of the railroads in the Non-Slave-holding, Border Slave-holding, and Southern Slave-holding State:

States.	No. of Companies.	Mileage Total.	Mileage Completed.	Cost of Road and Equipm't.
Non-Slaveholding States	390	30,831.30	21,185.86	$875,825,525
Border Slave-holding States	35	3,082.49	1,954.14	90,616,694
Southern Slave-holding States	123	15,186.69	9,294.95	257,179,452
Grand total	548	49,100.48	32,434.95	$1,223,621,671

PROGRESS OF RAILROADS.

A table showing the mileage of railroads in operation near the 1st January yearly.

Years.	Miles.	Years.	Miles.	Years.	Miles.
1828	3	1840	2,197	1852	11,027
1829	28	1841	3,319	1853	13,497
1830	41	1842	3,877	1854	15,672
1831	54	1843	4,174	1855	17,398
1832	131	1844	4,311	1856	19,251
1833	576	1845	4,522	1857	22,625
1834	762	1846	4,870	1858	25,090
1835	918	1847	5,336	1859	26,755
1836	1,102	1848	5,682	1860	28,771
1837	1,421	1849	6,350	1861	30,593
1838	1,843	1850	7,475	1862	31,769
1839	1,920	1851	8,589	1863	32,435

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds } Under Act 15th April, 1842	$2,833,364	6	1862	105
Coupon Bonds		6	1862	103
Registered Bonds } Under Act 28th June, 1847	9,415,250	6	1867	96
Coupon Bonds		6	1867	102½
Registered Bonds } Under Act 31st December, 1848	8,908,842	6	1868	99
Coupon Bonds		6	1868	103½
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	95
Registered Bonds } Under Act 14th June, 1858	20,000,000	5	1874	91½
Coupon Bonds		5	1874	92
Registered Bonds } Under Act 22d June, 1860	7,022,000	5	1871	91½
Coupon Bonds		5	1871	94
Coupon Bonds (Oregon War Debt), Under Act June, 1861	307,900	6	1881	100½
Registered Bonds } Under Acts 8th Feb. and 17th July, 1861	50,000,000	6	1881	96½
Coupon Bonds		6	1881	102½
Treasury Bonds (coupon) } Under Acts 17 J'y & 5 Aug '61	55,000,000	7.3	1864	101½
Treasury Bonds (coupon)	53,600,000	7.3	1864	101½
Registered Bonds } Under Act 25th February, 1862; re-	20,000,000	6	1882	100
Coupon Bonds } deemable at pleasure after 5 years		6	1882	100
Treasury Notes—				
Under Acts 26 June, '60, and 8 Feb. and 2 March, '61	7,757,600	6	2 y'rs	127½
Under Acts 2 Mar. '61, & 17 Mar. '62 } convert. into 20	10,000,000	---	Dem.	----
Under A's 17 Ju. & 5 Au.'61 & 17 Ma.'62 } y'r b'ds due '81	50,000,000	---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	----------	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	50,000,000	5	10 d's	---
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	100,000,000	6	1 year	96½
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	119
" — " " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	106½
Georgia—Coupon Bonds	525,000	7	'62-'74	----
" — " "	2,073,750	6	'63-'80	80
Illinois—Liquidation Bonds of 1849	250,890	6	1865	100
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	104½
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	105
" —Interest Stock of 1857	786,223	6	------	97
" —New Refunded Stock of 1859	1,792,000	6	'60-'77	107½
" —University Fund Interest Bonds of 1861	650,000	6	1879	105
" —War Fund Bonds of 1861	1,020,400	6	1879	105½
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	99¾
" — " " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18--	80
" — " " "	2,054,298	2½	18--	55
" —Canal Preferred Certificates	4,079,500	5	18--	----
" — " " (special) Certificates	1,216,737	5	18--	----
" —Deferred Certificates (State)	1,242,500	5	18--	----
" —Deferred (special) Certificates (State)	479,076	5	18--	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	98
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68-'72	100
" — " " (banks)	600,000	5	18--	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
Louisiana—Coupon Bonds (State)	2,064,300	6	Var.	69
" — " " (bank)	5,293,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
" —War Debt: Bank Loans	670,000	6	Var	----
Maine—Coupon Bonds	699,000	6	Var.	107
" —War Loan of 1861	----------	---	------	----
Maryland—Inscribed Certificates	5,964,251	6	Var.	112
" — " " (sterling)	8,857,222	5	Var.	72
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	109
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " of 1861 (funding)	53,000	5	'61-'72	----
" — " " of 1861 "	247,000	6	'68-'72	116
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	----
" —Inscribed Certificates (loans to R. R. Co.'s)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101½
" — " "	216,000	6	1878	105
" —War Loan: Coupon Bonds 1861	565,500	7	1881	106
Minnesota—Coupon Bonds (State)	250,000	8	1867	105
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	----------	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	56
Missouri—Coupon Bonds	439,000	6	'63-'83	57½
" — " "	100,000	6	1862	57½
" — " " (loans to Railroads)	23,101,000	6	'72-'86	34
" —War Loan 1861	----------	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	----
" —War Loan of 1861	531,830	6	'65-'71	103
New York—Certificates } State Loan $6,756,654	----------	6	'61-'62	108
" — " } Railroad Loan 339,000	----------	6	'64-'65	108
" — " } Canal Debt—(old) 9,739,025	----------	6	65-'66	112
" — " } " " —(new) 13,200,000	----------	6	'72-'75	121½
" — " } " " —(misc.) 642,585	----------	6	1874	120
" — " } " " —(floating) 2,500,000	----------	5½	1865	----
" — " }	----------	5	'66-'74	110
" — " }	----------	5	1863	103½
" — " }	----------	4½	1864	----
" —War Loan of 1861	----------	7	1864	108½
North Carolina—Coupon Bonds	9,129,555	6	18--	69½
Ohio—Inscribed Certificates	6,413,325	6	1881	115
" — "	1,025,000	5	1865	99½
" — " "	2,183,531	6	1870	108½
" — " "	1,600,000	6	1875	108
" — " "	2,400,000	6	1886	113
" —War Loan (1861)	1,500,000	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds } (1st January, 1862	37,687,760	5	'61-'82	96½
" —Inscribed Certificates }		5	'61-'82	94
" — " "	400,630	6	1879	105½
" — " "	888,200	4½	'63-'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68-'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	56
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	111
" —War Loan (1861)	----------	---	18--	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85-'93	62
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77-'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64-'74	----
" — " " "	265,000	6	'62-'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70-'81	----
" — " (S F.) " (Western R. R.)	1,000,000	6	'66-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	----
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	105
" — " " (Balt. & Ohio R. R.)	5,000,000	6	------	100
" — " " (Water Works)	3,400,000	6	------	101
" — " " (Bank Stock)	553,966	6	------	----
" — " " (Improvement Stock)	4,963,215	6	------	----
Boston—Coupon (S. F.) Bonds (Municipal)	2,412,576	5	Var.	111
" —Coupon Bonds (Water)	6,243,680	5	Var.	111
Chicago—Coupon Bonds (Municipal)	860,000	6	18--	98
" — " " "	609,000	7	18--	108¾
" — " " (Sewerage)	822,000	7	18--	----
" — " " (Water Works)	1,133,000	7	18--	----
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	103
" — " " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3,500,000	6	1876	107
" — " " " " "	2,140,000	5	1887	109½
" —Public Education Stock	150,000	5	1873	----
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	----
" —Vol. Soldiers' Family and Fund Bonds	500,000	6	1863	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69-'83	----
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'75	81
" — " " (Municipal)	1,136,200	6	'61-'80	----
" — " " (Buildings, etc.)	532,000	6	'66-'95	----
" — " " (Sewers)	425,000	6	'70-'88	----
" — " " (Improvement Old Limits)	250,000	6	'71-'87	----
" — " " (Water Works)	497,000	6	'71-'85	----
" — " " (Harbor Improvement)	239,000	6	'63-'86	----
" — " " (Wharf Improvement)	166,000	6	'67-'81	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	----
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18--	----
Jefferson, O.—Coupon Bonds	285,000	7	18--	----
Muskingum, O.—Coupon Bonds	564,000	7	18--	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18--	----
Ross, O.—Coupon Bonds	343,880	7	18--	----
Scioto, O.—Coupon Bonds	110,000	7	18--	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,243	6	1886	93½
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	104
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	99
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	----
" " " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	----
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	----
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	69½
" " 2d " " "	3,980,670	6	1882	69½
" " Improvement " "	586,500	6	1870	----
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	36
" " Preferred Interest Bonds	227,569	6	1864	38
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	43
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	102½
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Erie Preferred	8,000,000	---	------	97
Housatonic Preferred	1,180,000	8	------	----
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	85½
Milwaukee & Prairie du Chien, 1st preferred	1,095,000	---	------	103
" " " 2d "	1,060,800	---	------	84½
New York & Harlem, Preferred	1,020,000	---	------	58½
Philadelphia & Reading, Preferred	1,551,800	7	------	59

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1860	34,047	35,178	49,960	45,278	46,005	44,603	44,040	57,138	66,668	70,815	60,697	36,885	591,304
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,071
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	82,571	84,208	------	--------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	214,051	205,599	166,192	2,040,710
1862	152,459	119,973	121,272	149,342	182,585	225,082	220,211	212,812	270,816	------	------	------	--------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	968,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	67,610	62,350	138,238	75,277	86,749	88,223	89,216	102,763	114,612	110,350	106,089	------	--------
Chicago and Rock Island:													
1858	72,046	67,807	92,064	92,120	80,595	95,466	82,374	83,385	94,985	92,760	73,883	60,480	987,465
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	107,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	71,076	89,172	86,841	114,057	109,216	145,897	153,127	137,408	------	--------
Chicago and Northwestern:													
1858	20,447	18,272	25,393	38,535	40,893	43,899	39,924	27,761	37,499	36,333	31,144	22,723	382,823
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,351	86,429	104,382	93,022	62,263	101,060	125,695	107,735	------	--------
Cleveland, Columbus and Cincinnati:													
1858	70,492	68,138	88,523	93,872	82,968	85,387	90,372	112,138	114,218	106,055	104,866	84,944	1,101,973
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,267	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	------	1,255,004
1862	132,620	112,606	103,912	114,885	119,984	122,524	131,687	168,834	170,565	172,296	164,200	------	--------
Cleveland and Toledo:													
1858	65,211	54,975	90,957	84,149	62,555	57,293	52,385	60,889	83,924	79,458	75,698	71,315	838,809
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,258	955,959
1862	106,263	88,468	103,175	87,915	77,313	73,626	69,938	79,655	100,072	113,730	124,639	------	--------
Cleveland and Pittsburg:													
1861	62,208	59,964	83,408	99,511	101,792	104,167	115,316	85,163	120,977	108,112	107,824	113,175	1,161,617
1862	84,858	78,447	90,300	100,695	116,973	123,000	178,432	126,000	------	------	------	------	--------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	708,136	6,208,104
1862	695,607	603,030	636,615	605,755	575,344	516,190	587,010	609,881	764,448	910,985	903,016	------	--------
Galena and Chicago:													
1858	85,320	74,181	103,912	141,334	157,954	210,728	157,285	122,351	161,949	141,653	103,813	87,082	1,547,561
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	106,979	105,423	74,346	90,180	158,194	162,823	190,456	121,199	188,370	208,575	158,055	------	--------
Hudson River:													
1858	176,573	163,837	179,423	112,614	128,132	95,219	114,731	139,489	140,872	140,783	137,094	197,981	1,726,748
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,033	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	------	--------
Illinois Central:													
1858	130,061	116,470	163,848	179,991	161,090	154,193	124,299	202,953	218,861	184,776	156,038	153,999	1,946,579
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	187,417	186,189	213,080	192,282	217,202	189,548	196,000	233,918	257,634	306,711	141,605	227,310	2,778,333
1861	319,634	370,268	226,966	192,054	199,488	173,941	189,279	268,982	289,862	284,020	243,248	193,767	2,965,768
1862	172,187	150,809	161,801	183,484	192,077	240,566	249,929	334,946	400,436	385,357	369,718	------	--------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	57,920	56,353	125,999	112,000	119,000	123,576	138,152	------	------	------	--------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,211	144,915	108,721	76,163	109,661	154,369	122,272	------	--------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	261,265	189,077	2,189,077
1862	163,152	153,728	153,100	193,120	202,000	191,500	181,000	226,819	276,109	325,018	304,084	------	--------
Michigan Central:													
1858	122,380	107,502	165,936	223,010	185,727	170,847	143,872	176,061	224,574	209,868	156,298	130,108	2,016,183
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	------	--------
New York Central:													
1858	430,376	390,431	537,858	668,425	510,197	432,195	458,664	538,048	653,373	653,661	600,920	510,425	6,384,573
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	--------
New York and Harlem:													
1858	79,124	76,611	93,148	86,000	77,669	82,529	88,582	94,406	81,135	87,349	83,221	93,188	1,022,962
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,884	1,126,619
1862	100,923	96,839	103,020	94,957	94,157	87,504	101,857	103,223	99,435	107,093	99,135	------	--------
Norwich and Worcester:													
1861	16,260	16,524	21,454	24,488	23,860	18,611	25,666	29,531	31,968	35,494	28,958	29,466	302,280
1862	22,069	18,864	24,250	26,748	27,098	30,422	32,495	38,426	40,319	40,087	35,920	------	--------
Philadelphia and Reading:													
1858	103,492	116,687	168,102	203,965	216,784	207,573	257,455	247,069	254,740	269,464	242,052	234,876	2,522,259
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,208	249,031	3,315,500
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	------	------	--------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	362,016	------	--------
Toledo and Wabash:													
1858	45,780	34,743	59,107	91,556	56,531	46,933	76,710	112,024	104,119	95,915	61,981	41,726	827,125
1859	39,097	39,440	62,787	68,097	60,026	57,883	59,141	72,295	75,789	74,421	81,839	46,340	737,155
1860	43,867	43,003	64,605	74,167	68,731	68,001	83,836	124,381	103,408	124,398	77,663	50,848	926,908
1861	59,604	47,945	62,514	76,514	79,310	80,104	93,453	138,504	142,537	162,858	137,086	92,574	1,172,103
1862	82,235	47,142	56,006	83,582	106,845	113,677	115,214	168,219	170,380	172,870	147,548	------	--------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Miss. Rivers:						
State (Ala.) Loan	123,171	7				
Mortgage	109,500	7				
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	536,100	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,250,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various.	N.Y., P.&Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling Bds of 1838	3,000,000	5			1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	98½
" " " 1850	700,000	6	Jan. & July.	"	1880	101½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	102½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	103
Balt. City Loan of 1855	5,000,000	6	Semi-ann'ally.	"	1890	107
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	65
2d Mortgage	162,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1877	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	
3d Mortgage (do.)	581,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	
1st Mortgage	300,000	7	" "	New York.	1860	91½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	380,000	7	May & Nov.	" "		
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ⅛ in '59, ½ in '62)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
Mortgage	367,000	6	Semi-annual.	New York.	1864	101
Mort. (chgd from Sterl'g)	885,000	5	"	London.	1889	100
Mortgage	800,000	6	"	New York.	1863	
Mortgage	1,700,000	6	"	"	1875	101½
Sterling (£210,000)	1,008,000	5	"	London.	1864	
Sterling (£225,000)	1,080,000	6	"	"	1864	
New Loan (iss'd $337,000)	2,500,000	6	"	New York.	1870	104
Catawissa:						
Loan of 1860	34,000	5	May & Nov.	Philadelphia.	1880	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	110
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	81
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	80
2d Mortgage	800,000	7	June & Dec.	New York.	1865	75
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	15
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '63, '75, '77, '80	843,200	6	Jan. & July.	Boston.	var.	101
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	121
" " " inconvertible	2,600,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	922,000	4½	July.	Fr'nkfort o. M.	1890	
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	
" " " 2d Mort.	204,000	8	May & Nov.	" "	1868	
" " " Plain	28,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,100,000	7				
1st Mortgage pref. S. F.	600,000	7				
Income Bonds	1,050,000	7				
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	70
Real Estate	188,864	7			1868	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	111

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.		102
1st Mortgage (general)	3,600,000	7	" "	" "		78
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "		90
2d Mortgage	2,000,000	6	" "	" "		37½
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "		90
Green Bay Extension Bonds	300,000	7	" "	" "		
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	394,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	950,000	7	May & Nov.	" "	1880	96
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7				
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.		105
2d Mortgage	499,200	7				
3d Mortgage	362,800	8				
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	154,000	7	" "	" "		78½
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	299,000	7	April & Oct.	New York.	1867	65
Junction 1st Mortgage 2d Div.	219,000	7	June & Dec.	" "	1872	65
Junction 2d Mortgage	221,000	7	May & Nov.	" "	1862	
Tol., Nor. and Clev. 1st Mort.	521,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	" "	" "	1863	75
Junction Income	27,500	7	June & Dec.	" "	1862	
C. and T. Income Mortgage	104,400	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	174,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	256,000	7	" "		1864	
C. and T. Dividend (convert.)	151,495	7	April & Oct.	New York.	1865	75
C. and T. Income (convertible)	39,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,545,000	7	Jan. & July.	" "	1885	107
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	115,900		June & Dec.	New York.	var.	93½
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connecticut and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	110
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	
2d Mortgage	2,700,000	8	" "	" "	1881	
Dayton and Western:						
1st Mortgage	300,000	7	March & Sept.	New York.	1880	50
2d Mortgage		7	" "	" "	1880	40
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	95
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage	900,000		April & Oct.	New York.	1871	115
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	106
2d Mortgage	2,516,500		March & Sept.	" "	1881	108½
Income (due 1862, '65 and '67	14,101				var.	88
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	100½
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	110
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,971,000	7	Feb. & Aug.	New York.	'62-'63	109
1st Mortgage (Extended)	22,000	7	" "	" "	1882	115
2d Mortgage (S. F.) Coupon	1,411,000	7	May & Nov.	" "	1875	110
*Great Western, Ill.:						
1st Mortgage Eastern Division	1,000,000	10				
" Western "	1,350,000	7				
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	84
Land Security	5,000,000	7	April & Oct.	" "	1881	60
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	
2d Mortgage	1,200,000	7	April & Oct.	" "	1889	
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	103
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1873	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	117
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	112
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	105
Convertible	1,002,000	7	" "	" "	1867	97
Illinois Central:						
Optional Right bonds	38,000	7	Jan. & July.	New York.	1868	
Construction	10,798,500	7	April & Oct.	London.	1875	111
Construction	4,115,000	6	" "	New York.	1875	111
Eight per cent. bonds	326,000	8	March & Sept.	" "	1865	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	578,000	10	" "			
Income	281,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	85
2d Mortgage	400,000	7	" "	" "		85
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	649,000	7	Jan. & July.	New York.	1870	
2d Mortgage	314,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	272,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6†	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1862	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Lee County, 20 years	150,000	8				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
Henry and Louisa Company's	50,000	8				
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	108
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		89
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†				30
2d Land Grant (Western Div.)	353,600	†				30
3d Mortgage (whole road)	1,700,000	†				
Farm Mortgage	1,087,700	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6				
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	91
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New Yark.	1870	
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co.:						
Mortgage Bonds	500,000	7			1882	
Mortgages on Land	473,809	7				
Louisville and Frankfort:						
Louisville Loan	174,000					
1st Mortgage	248,000					
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6				
1st Mortgage	2,000,000	7	Feb. & Aug.	New York.	1883	
Lebanon Branch 1st Mortgage	400,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester:						
State [Tenn.]	$72,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
Mortgage Bonds	235,789	7			1891	90
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	367,489	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	113
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	117
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	850,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	904,000	7	Feb. & Aug.	" "	1861	103
Erie and Kalamazoo	300,000	7	March & Sept.	" "	1862	
Michigan Southern, conv.	44,000	7	" "	" "	1863	85½
Northern Indiana, conv.	100,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	128,000	7	" "	" "	1863	88
Goshen Air Line	1,116,000	7	" "	" "	1868	102
Detroit and Toledo	684,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	3,030,000	7	May & Nov.	" "	1885	104
2d General Mortgage	2,572,000	7	" "	" "	1877	95
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				
Milwaukee and Chicago:						
1st Mortgage	400,000	8				
2d Mortgage	200,000	7				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,454,000	7	April & Oct.	New York.	1891	106½
1st Preferred stock	1,060,000					103
2d Preferred stock	1,020,000					81½
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7				
2d Mortgage (S. F.)	400,000	8				
Oskaloosa Division	1,425,000	7				
Land Grant	7,000,000	7				
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris Canal and Banking Co.:						
Mortgage Bonds	655,250	6	April & Oct.	Jersey City.	1876	99
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000		Jan. & July.	New York.	1869	
New Jersey:						
Company's (various)	688,000		Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	85,000	7		New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63-'98	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central:						
Premium (S. F.) Bonds	7,350,000	6	May & Nov.	New York.	1883	110
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	114½
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	111
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	100
Real Estate Bonds	252,975	6	" "	" "	1883	
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	110
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	115½
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	107
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	116
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	113
3d Mortgage	6,000,000	7	" "	" "	1883	108
4th Mortgage	4,900,000	7	April & Oct.	" "	1880	103
5th Mortgage	1,792,500	7	June & Dec.	" "	1888	99
Buffalo Branch	200,000	7	Jan. & July.	"	1891	
New York and Harlem:						
1st Mortgage	2,950,000	7	May & Nov.	New York.	1873	108
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	105
3d Mortgage	862,300	7	Jan. & July.	" "	1867	93
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	94
Mortgage Bonds, Coupon	978,000	6	April & Oct.	" "	1875	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Real Estate	35,910	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	99¾
Northern (Ogdensburg):						
1st Mortgage	1,494,000	7	April & Oct.	New York.	1859	95
2d Mortgage	3,077,000	7†	" "	" "	1861	6½
North Missouri:						
State Loan (30 years)	4,350,000	6	----	----	----	----
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	87½
Chattel Mortgage	360,000	10	" "	"	1887	102
Northern (N. H.):						
Bonds due 1864 and 1874	235,800	6	April & Oct.	Boston.	'64-'74	----
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	----	----	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	New York.	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1858	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	----	----	----	46
State Loan (S. W. Branch)	1,268,000	6	----	----	----	----
Construction	3,235,000	6	----	----	----	----
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,990,000	6	Jan. & July.	Philadelphia.	1880	109
2d Mortgage	2,421,000	6	April & Oct.	"	1875	106
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,100,000	5	Jan. & July.	Harrisburg.	1894	96½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersburg:						
Mortgage (due 1863 to 1872)	103,000	7	----	----	var.	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	274,800	6	Jan. & July.	Philadelphia.	1865	----
Loan of 1852	100,000	6	June & Dec.	"	1863	103
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,103,600	6	April & Oct.	"	1870	104
" 1861, "	436,000	6	Jan. & July.	"	1871	----
" 1843, "	1,548,300	6	" "	"	1880	108¾
" 1844, (convertible)	863,000	6	" "	"	1880	110
" 1848, "	124,000	6	" "	"	1880	99
" 1849, "	83,000	6	" "	"	1880	102
" 1857, "	3,586,500	6	" "	"	1886	102¾
" 1856, "	1,475,000	7	" "	"	1885	102¾
Bonds and Mortg's—real estate	592,200	---	----	----	----	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,300,000	6	Jan. & July.	Philadelphia.	1884	107
Improvement	119,000	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
City of Pittsburg Bonds	500,000	---	----	----	----	----
Alleghany Co. "	750,000	---	----	----	----	----
Connellsville "	100,000	---	----	----	----	----
Mc'Keesport "	100,000	---	----	----	----	----
Baltimore City "	94,000	---	----	----	1886	----
Baltimore City Stock	906,000	---	----	----	1889	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Real Estate Bonds	100,000	---	----	----	'68-'83	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage	5,250,000	7	Jan. & July.	New York.	1911	107
2d Mortgage	5,160,000	7	" "	" "	1911	94
3d Mortgage	2,000,000	7	" "	" "	1911	69
Bridge Bonds, O. & P. R. R. Co.	188,000	7	----	----	1876	----
Chicago Depot Bonds	337,173	6	----	----	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	†	----	----	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	----	----
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	45
2d Mortgage	937,500	7	" "	"	1863	2
3d Mortgage	435,050	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10	----	----	1856	----
2d Mortgage	997,000	7	----	----	1866	----
3d Mortgage	1,000,000	7	----	----	1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1866	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
Dividend Bonds	122,083	7	----	----	1873	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	---	----	----	----	----
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	105½
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	104
" " (series B)	1,100,000	7	April & Oct.	"	1894	104
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	87
" " " (series D)	1,400,000	7	May & Nov.	"	1894	87
" " Income (series E)	1,600,000	7	" "	"	1894	74
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	230,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	100
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	100
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1869	86
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1899	86
Interest Bonds	111,895	7	----	----	----	----
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	25
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	2
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	35
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	82½
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	----	----	1880	87½
2d Mortgage	25,000	7	----	----	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	102
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's, endorsed by State	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (–) signifies "nil." Running *dots* (----) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	----	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,255	1,515,704	54.0	--------	101,102	37,866	—	----
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	--------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	--------	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	----	*Mobile and Girard*	1,500,000	*	—	--------	--------	--------	--------	57.0	236,791	76,773	21,006	—	----
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	--------	--------	--------	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	--------	--------	--------	--------	----	--------	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	--------	505,156	260,269	6	----
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	—	----
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	--------	--------	--------	--------	--------	--------	--------	—	--------	--------	--------	—	----
30 Nov. '58	38.5	—	----	107.5	---	---	----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	--------	--------	--------	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	--------	230,251	104,594	----	----
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	--------	23.8	45,543	77,028	34,866	16	----
30 Sep. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,575	4,443,584	122.4	229,088	300,412	97,999	—	----
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	390,299	11½	142
31 Dec. '61	74.0	—	----	—	11	12	253	Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,567,530	120.0	189,358	225,292	25,565	—	----
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	----
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156.429	1,644,967	62.0	127,390	135,072	—	—	----
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northbampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	----
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	90
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	489,820	808 060	301,979	----	----
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	--------	66.4	--------	288,512	108,626	—	72
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '61	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	--------	22,308	7,915	6½	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	----	*Florida*	--------	--------	—	--------	--------	--------	--------	—	--------	--------	--------	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	--------	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	—	---	---	----	*Fla., Atlantic and Gulf Central*	--------	--------	—	--------	--------	--------	--------	—	--------	--------	--------	—	----
-- -- '62	100.0	3.9	10.0	153.5	---	---	----	*Pensacola and Georgia*	--------	--------	—	--------	--------	--------	--------	29.4	--------	--------	--------	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	--------	418,036	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	---	---	----	Atlantic and Gulf—M. Trunk	--------	--------	—	--------	--------	--------	--------	30.0	--------	--------	--------	—	----
31 Dec. '60	53.0	—	----	—	---	---	----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	--------	53.0	--------	168,988	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	---	---	----	Brunswick and Florida	755,000	*	—	151,887	--------	--------	--------	31.0	--------	--------	--------	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	--------	--------	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	--------	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	--------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	--------	--------	--------	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	--------	--------	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	--------	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '61	220.0	—	----	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	--------	--------	8,500,000	4,500,000	--------	10,000,000	220.0	--------	1,098,465	452,693	4	----
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024,750	—	12,176,115	168.0	1,067,025	1,551,227	679,772	----	90
31 Dec. '58	45.0	—	----	—	[illegible]	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,095	2,050,065	45.0	14 mo.	243,282	135,284	—	----
1 Apr. '62	242.0	—	----	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,676	11,817,527	213.0	--------	849,719	414,828	—	----
31 Mar. '62	181.8	—	----	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	3	84½
10 Nov. '58	33.2	—	----	—	—	—	—	Fox River Valley	580,000	*	—	--------	580,000	--------	--------	84.0	--------	--------	--------	—	----
31 Dec. '61	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	—	10,502,318	261.3	1,123,454	1,720,596	811,185	5	82½
31 May, '61	175.0	—	----	—	---	---	----	Great Western	5,022,926	*	—	1,600,000	2,391,000	--------	--------	175.0	--------	485,943	181,529	—	----
31 Dec. '61	454.8	252.5	----	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	708.3	2,458,023	2,965,758	1,150,903	—	82
-- -- --	—	—	—	81.5	—	—	—	Illinois River	--------	--------	—	--------	--------	--------	--------	—	--------	--------	--------	—	----
-- -- --	148.0	—	----	—	---	---	----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	--------	--------	148.0	--------	--------	--------	—	----
-- -- --	46.6	—	----	—	---	---	----	Peoria and Bureau Valley	--------	--------	—	--------	600,000	--------	--------	oper	by Chic.	& R. Is.	125,000	—	----
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	--------	--------	—	--------	--------	--------	--------	—	--------	--------	--------	—	----
-- -- '58	186.0	—	----	—	---	---	----	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	--------	--------	186.0	--------	--------	--------	—	----
31 Dec. '61	100.0	—	----	—	---	---	----	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	----
-- -- --	1.0	—	----	—	---	---	----	Rock Island Bridge	--------	--------	—	--------	--------	--------	--------	oper	by Chic.	& R. Is.	--------	—	----
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	--------	823,767	--------	—	----
								INDIANA.													
-- -- --	108.0	—	----	—	---	---	----	Cincinnati and Chicago	2,080,433	*	--------	1,106,679	1,006,125	--------	--------	108.0	--------	--------	--------	—	----
-- -- --	29.0	—	----	73.0	---	---	----	Cincinnati, Peru and Chicago	--------	--------	—	--------	--------	--------	--------	29.0	--------	--------	--------	—	----
31 Aug. '57	109.0	—	----	—	---	---	----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	--------	249,867	119,342	—	----
31 Dec. '60	72.4	—	----	—	19	15	374	Indiana Central	1,667,039	274,081	26,541	610,050	1,178,000	40,550	2,108,011	109.0	364,122	400,397	133,009	—	50
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	--------	448,858	230,834	9	57
31 Dec. '61	84.0	—	----	—	---	---	----	Ind., Pittsburg and Cleveland	1,838,478	*	10,000	835,971	1,022,400	11,066	2,082,545	84.0	--------	331,813	165,939	—	----
31 Dec. '61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	----
-- -- '59	64.0	—	----	—	---	---	----	Lafayette and Indianapolis	1,850,000	*	--------	1,000,000	600,000	--------	2,000,000	64.0	--------	--------	--------	—	----
31 Dec. '60	86.0	49.0	----	—	23	---	----	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,989	3,060,128	135.0	201,402	230,563	99,080	—	----
-- -- '58	288.0	—	----	—	---	---	----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	--------	645,827	371,40	—	----
-- -- '58	74.0	—	----	—	---	---	----	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	--------	--------	--------	—	----
30 Nov. '61	73.0	—	----	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,975,801	73 0	325,707	317,692	216,184	10	125
								IOWA.													
1 Jan. '58	75.5	—	----	201.5	---	---	----	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	--------	--------	--------	—	----
31 Dec. '59	86.0	—	----	—	---	---	----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	--------	86 0	7 mo's.	85,239	46,771	—	----
31 Dec. '61	111.0	—	----	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	—	287,143	2,870,015	111.0	107,646	200,160	81,779	—	----
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	--------	--------	—	245,000	755,000	--------	--------	—	--------	--------	--------	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	--------	--------	38.5	11 mo's.	458,821	21,356	—	----
1 Jun. '59	11.2	—	----	57.3	---	---	----	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	--------	--------	--------	—	----
-- -- '59	55.0	52.6	----	312.0	---	---	----	Mississippi and Missouri	4,198,000	*	—	--------	--------	--------	--------	107.6	--------	--------	--------	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	--------	426,408	227,534	—	85
30 Jun. '57	20.0	—	----	113.0	---	---	----	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	--------	20.0	--------	--------	--------	—	----
-- -- '58	13.0	—	----	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	—	--------	13.0	oper. by	Cov. &	Lex.	—	----
30 Jun. '61	29.0	—	----	—	13	10	230	Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,312	29.0	--------	108,944	43,267	—	80
30 Jun. '61	65.1	----	----	—				Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,803	716,478	371,12	—	----
-- -- '59	18.8	—	----	70.2	—	—	----	Maysville and Lexington	--------	--------	—	--------	--------	--------	--------	18.8	oper. by	Cov. &	Lex.	—	----
								LOUISIANA.													
-- -- --	22.0	—	----	—	---	---	----	Clinton and Port Hudson	750,666	*	—	--------	--------	--------	--------	22.0	--------	--------	--------	—	----
-- -- --	27.0	—	----	—	---	---	----	Mexican Gulf	662,911	*	—	--------	--------	--------	--------	27.0	--------	--------	--------	—	----
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	----
31 Mar. '61	206.0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	--------	2,665,000	1,150,717	--------	206.0	--------	1,232,624	555 434	—	----
1 Aug. '60	53.7	----	----	135.3	---	---	----	*Vicsburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,454	1,710,519	53.7	--------	--------	--------	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress & projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An.&K.	70,566	—	—
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,732	6	110½
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	.....	37.0	.....	55,403	25,404	—	—
31 May, '61	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	77
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	35
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,733	7	103
31 May, '62	74.3	8.8	49.7	—	36	53	604	Boston and Maine	3,880,369	412,569	465,758	4,076,974	—	75,150	4,905,723	119.3	599,048	732,427	290,406	6	122½
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	132,720	—	.....	61.8	.....	588,871	272,429	8	125
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	.....	83.6	.....	928,932	408,594	8	128
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	—	.....	47.2	.....	95,871	34,072	—	30½
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	—	.....	52.3	.....	250,836	122,956	6	106½
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	'93
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	.....	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	250,149	—	3,540,000	—	—	.....	71.6	.....	543,158	217,054	6	108½
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	.....	ope	r. by N.	H.&N'h	.....	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	48,542	8	120½
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	—	21.6	.....	123,015	24,907	2	77
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	.....	.....	.....	.....	.....	—	.....
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,693	133,585	.....	.....	.....	18,291	.....	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	123½
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	.....	.....	.....	36,538	19,060	6	.....
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	.....	44.4	.....	308,228	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	.....
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	6½
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	.....	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	—	—	—	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	.....	77.0	.....	200,648	95,739	—	23
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb.&W.S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	143
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,896	*	—	1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	66
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada		—	—	—	—	—	.....
30 Jun. '62	188.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
— — —	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	.....
— — —	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	.....
31 May, '62	234.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	91½
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	45½
— — —	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	.....
								MINNESOTA.													
— — '62	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	—	—	.....	600,000	—	.....	—	—	—	—	—	—
— — '62	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	—	.....	—	—	—	—	—	—
— — '62	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	—	—	.....	600,000	191,130	.....	—	—	—	—	—	—
— — '62	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	300,000	—	.....	—	—	—	—	—	—
— — '62	—	—	—	60.0	—	—	—	*Root River Valley*	.....	—	—	.....	.....	—	.....	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	—	—	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	—	—	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	.....
— — —	—	—	—	.....	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	.....
28 Feb. '62	189.0	—	.....	93.0	29	25	379	*Pacific*	10,057,641	626,357	—	3,486,705	7,003,000	402,193	19,550,960	189.0	417,357	457,184	103,205	—	.....
28 Feb. '62	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,715,032	69,072	—	171,213	4,500,000	.....	.....	114.0	71,433	104,135	33,664	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	20
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	18
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	60½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord & Portsmouth, guar.	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	120
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	92½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	110
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	62½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '61	64.2	—	.....	—	—	—	.....	Belvidere Delaware	3,124,656	*	—	997,862	2,082,000	156,192	3,236,054	76 0	.....	241,503	78,855	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	—	—	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124.2	.....	2,058,989	913,829	12	152½
31 Dec. '61	60.2	—	.....	—	—	—	.....	Camden and Atlantic (Pref.)	1,833,935	*	—	899,363	1,037,376	92,211	2,028,950	60.2	.....	99,433	30,076	—	12
31 Dec. '61	64.0	—	43.0	—	39	21	284	Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	673,443	10	155
1 Jan. '62	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,554	—	Leased	to Erie	Co.	—	.....
31 Dec. '61	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,627,362	*	57,000	1,157,800	340,000	—	1,757,991	53.0	.....	210,984	89,035	7	.....
31 Dec. '61	33.8	—	.....	—	—	—	.....	New Jersey	3,609,089	400,378	1,249,621	4,397820	688,000	—	5,628,931	33.8	.....	992,767	579,981	10	145
31 Dec. '61	21.3	—	.....	—	2	6	17	Northern New Jersey	411,929	*	—	156,850	200.000	70,786	427,636	21.2	.....	89,804	9,754	—	.....
31 Dec. '61	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '61	15.0	—	.....	—	—	—	—	Paterson and Ramapo	349,089	*	—	248,000	100,000	1,089	350,000	ope	r. by N.	Y. & E.	26,500	5½	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6½	98
31 Dec. '61	38.5	—	.....	47.0	—	—	—	West Jersey	780,455	—	—	556,370	.....	23,076	789,946	—	—	34,802	17,157	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								New York.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,428	—	—	—	—	—	----
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Re	ns. & S	arat.	—	----
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	—	2,388,359	ope	r by W	estern.	—	6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	—	470,000	14.8	25,075	31,546	16,871	—	----
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697	—	492,050	161,480	97,690	750,220	23.8	677,687	122,103	37,512	8	----
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337	—	1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	8	----
30 Sep. '62	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,188,461	*	160,677	850,000	2,426,714	135,547	3,682,852	176 0	609,076	823,425	275,486	—	----
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,838	521,376	—	1,960,600	1,049,000	—	3,009,600	82.8	367,365	940,042	417,458	10	160
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	343,500	300,000	41,600	685,100	72.7	66,186	59,884	10,732	—	----
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by	Erie.	24,000	—	----
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7	oper. by	Erie.	30,000	—	----
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.3	oper. by	West'rn	—	—	----
30 Sep. '61	144.0	4.0	115.0	—	61	117	688	Hudson River	10,709,154	1,340,445	—	3,758,466	9,137,000	773,411	13,668,877	259.0	1,116,758	1,989,013	566,461	—	79½
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2,680	2,633,393	100.5	243,195	297,646	137,347	—	23
30 Sep. '62	297.8	258.1	379.0	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,593	—	41,866,835	654.9	5,368,772	9,356,828	3,749,077	6½	106½
30 Sep. '61	446.0	129.0	286.0	—	220	142	2,894	New York and Erie	31,608,278	4,188,623	—	11,000,000	25,326,505	2,074,795	38,401,300	861.0	3,817,175	5,911,616	1,979,108	—	65½
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,098	26,517	14,594	—	----
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	650,804	—	5,717,100	5,537,664	43,789	11,298,553	163.0	1,200,243	1,144,980	391,253	—	26½
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	60,000	6	----
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,900	—	4,571,900	139.5	358,460	425,637	90,061	—	----
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	8	----
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,518	—	665,419	1,000,000	192,748	1,858,167	47.5	98,255	91,789	32,437	—	----
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,750	—	859,750	27.2	142,758	267,682	125,385	6	----
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	659,249	1,776	—	557,600	150,000	13,480	721,080	ope	r. by B.	N. Y. &	E. 4,996	—	----
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,322	—	30,889	—	57,262	88,151	19.0	23,667	4,781	—	—	----
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,080	ope	r. by Ren	s. & Sar.	—	5	----
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584	—	500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	----
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	193,687	70,919	327,708	13.3	—	16,543	8,894	—	----
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,153	113,739	2,957,022	88.6	295,157	231,270	137,347	—	----
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,898	271,158	134,958	—	----
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	----
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	710,000	ope	r. by oth	er Co's.	—	—	----
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	—	—	811,560	37.81	33,318	65,344	26,786	—	----
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	----	oper. by	Erie R.	W. Co.	—	----
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,304	—	1,499,000	730,500	101,947	2,330,947	107.7	216,433	353,441	164,672	6	80
								North Carolina.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	----
— — '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	----
— — '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	----
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	----
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	----
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	----
								Ohio.													
— — '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	----
31 Dec. '61	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,231,750	51,243	3,300,663	118.2	—	404,533	168,653	—	----
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	699,716	230,551	—	----
31 Mar. '62	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	—	3,818,784	198.3	—	646,205	329,714	7½	112½
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	----
31 Dec. '61	135.4	5.8	—	—	22	31	455	Cleveland, Columbus and Cinc.	4,030,736	637,216	563,566	4,746,200	510,000	—	5,917,359	141.2	707,160	1,263,253	704,819	10	145½
31 Dec. '61	67.0	—	—	18.0	12	6	285	Cleveland and Mahoning	2,565,666	277,752	301,487	1,167,474	1,712,000	289,675	3,341,020	67.0	246,620	375,791	233,174	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	30,000	4,888,060	96.6	578,991	1,244,975	734,991	10	114
30 Nov. '61	101.0	102.5	—	—	45	30	896	Cleveland and Pittsburg	8,218,373	*	—	3,846,324	4,231,637	334,952	8,412,914	203.5	800,525	1,114,941	456,994	—	59
31 May '62	109.2	79.4	—	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,687	543,488	3	77
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	----
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	ope	r. w. Lit.	Miami.	177,371	8	87½
31 Mar. '62	144.0	—	7.9	—	16	9	327	Dayton and Michigan	5,399,278	127,387	4,800	2,448,965	2,623,700	301,316	5,586,705	144.0	365,470	400,168	222,951	—	----
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	—	36.6	—	62,025	3,565	—	----
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	----
31 Dec. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,858	152,694	—	45.0	—	128,170	33,412	—	----
— — '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	----
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	—	69,352	—	—	----
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	----
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,266	500 524	442,002	2,981,267	1,400,000	—	4,960,780	138.0	814,908	1,336,991	632,114	8	130
31 Jan. '62	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	—	434,290	99,554	—	----
30 Apr. '62	192.3	—	—	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	—	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	----
30 Jun. '62	153.9	52.0	—	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	232,179	2,697,090	2,569,258	41,126	5,377,413	205.9	401,452	438,153	107,033	—	----
31 Dec. '61	116.0	9.0	—	—	10	10	237	Sandusky, Mansfield & New'k	2,309,279	*	—	348,770	1,375,350	105,510	2,603,120	125.0	215,280	171,712	37 610	—	----
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	----
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	----
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	----
31 Aug. '61	242.4	—	—	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	865,502	1,012,236	400,559	—	36½
								Pennsylvania.													
31 Jan. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	58,811	—	45.0	—	106,924	55,029	—	----
31 Aug. '61	24.5	—	23.8	—	18	2	604	Beaver Meadow	1,025,490	280,861	—	1,816,150	1,500	—	1,817,650	24.5	174,238	345,505	194,589	10	67
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,079,000	305,000	—	3,350,000	34,000	59,359	3,472,746	146.0	289,137	219,548	22,490	—	5
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,778	159,531	8	----
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173 466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	—	2,169,946	1,339,680	—	126
30 Nov. '61	35.8	—	2.3	—	6	3	74	East Pennsylvania	660,319	94,810	—	490,700	598,400	27,612	1,116,712	35.8	—	131,532	65,016	—	----
31 Mar. '62	78.0	—	6.0	—	16	8	125	Elmira and Williamsport	2,136,037	*	—	1,000,000	1,000,000	55,295	2,214,873	78.0	252,639	307,496	130,149	—	22
30 Sep. '61	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	----
31 Aug. '61	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	41,341	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R.Co.	14½	60
31 Aug. '61	76.0	—	1.2	44.1	3	2	17	Hempfield	1,616,459	*	—	1,809,565	500,000	100,000	2,409,565	32.3	21,477	25,427	4,263	—	----
31 Aug. '61	34.2	14.2	3.0	—	8	1	2	Huntingdon and Broad Top	1,358,179	*	—	508,311	1,142,262	172,039	1,822,612	45.2	122,047	173,941	62,897	—	----
30 Sep. '61	80.0	—	7.5	—	9	4	583	Lackawanna and Bloomsburg	2,329,586	*	—	710,000	1,566,600	350,000	2,626,600	80.0	176,982	217,310	114,774	—	----
30 Nov. '61	46.0	—	17.3	20.2	20	8	842	Lehigh Valley	3,738,601	*	—	2,253,350	1,465,000	52,258	3,770,608	46.0	339,089	339,084	334,976	8	63½
30 Nov. '61	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,171,965	*	—	2,256,100	909,000	77,457	3,411,690	ope	r. by Ca	tawissa	R.R.Co.	—	28½
31 Dec. '61	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	*	4,455,000	2,479,950	3,413,871	352,608	9,406,699	—	—	528,246	326,983	6	63½
31 Dec. '61	130.0	—	60.5	—	—	2	3,026	Mine Hill and Schuylk. Haven	2,973,898	278,367	—	3,248,600	—	—	3,248,600	130.0	293,692	619,043	335,671	11	50½
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462,399	406,187	—	3,147,130	2,860,000	22,820	6,205,067	65.7	247 062	364,225	292,124	—	9½
31 Dec. '61	331.1	28.1	391.7	—	229	119	3,651	Pennsylvania	26,541,156	447,522	1,421,980	13,264,100	16,637,400	1,322,915	34,224,559	423.0	4,413,036	7,300,001	2,646,938	6	58½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1.637	—	—	----
30 Sep. '61	17.0	7.0	42.0	—	15	34	108	Phila., Germant'n & Norrist'n	1,367,634	235,439	—	1,243,500	374,800	—	1,618,300	24.0	249,960	219,965	110,387	7	54
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,600	—	25,225,483	151.4	1,795,927	2,905,838	1,412,906	—	38½
30 Nov. '61	28.2	—	—	—	—	—	—	Philadelphia and Trenton	603,882	—	—	999,200	250,000	—	1,249,200	28.0	oper. by	Cam. &	Amboy	8	150

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
1 Oct. '61	98.0	6 0	—	—	32	109	565	Phila., Wilmington and Balt.	7,021 713	744,425	142,840	5,600,000	2,475.500	140,993	8,742,000	200.5	439,780	1,516,985	675,484	6½	59½
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	—	1.756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217	—	----
31 Dec. '61	467.6	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 847 323	18,999,581	467.5	2,434,641	3,031,787	1,299,721	—	60
30 Sep. '59	31.0	—	----	11.0	—	—	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	—	—	—	—	—	—	—	----
30 Sep. '61	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	—	1,355,700	54.0	—	—	—	—	----
30 Nov. '61	9.2	15.3	4.9	—	—	—	—	Schuylkill Valley	573,616	*	—	576,550	—	—	573,616	24.5	oper. by	Ph. & R	eading.	5	----
31 Nov. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	965,088	99,460	363,004	500,000	822,117	5,435	1,327 552	—	—	105,568	55,143	—	----
30 Sep. '61	148.0	—	8.5	288.0	14	0	176	Sunbury (Phila.) and Erie	10,709,006	*	—	4,520,175	4,644,000	1,776,123	10,940,298	148.0	236,825	341,582	149,082	—	20
30 Sep. '61	29.6	—	2.1	—	4	3	70	Tioga	718,918	77,999	—	367,300	396,500	65,726	—	29.6	68,543	101,499	64,270	6	47½
30 Sep. '61	26.4	—	3.0	—	5	11	22	Westchester and Philadelphia	1,295,617	73,655	—	683,150	1,010,653	11,651	1,705,454	26.4	100,659	126,593	59,624	—	----
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	—	—	62.0	240,449	331,522	106,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*	—	4 17,917	8,500	—	—	13.6	—	26,154	6,914	—	----
								SOUTH CAROLINA.													----
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	—	—	—	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,263	151,536	6	----
— — '58	40.3	—	----	—	—	—	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	—	—	49.3	—	—	—	—	----
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	—	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	—	—	----	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	—	—	—	5	----
31 July '58	32.0	—	----	—	—	—	----	Laurens	543,403	*	—	400,000	106,218	—	575,729	32.0	—	27,568	3,527	—	----
28 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	—	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	—	—	—	—	2,643,833	—	—	—	—	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	—	—	----	Spartanburg and Union	—	—	—	—	—	—	—	25.1	—	—	—	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	----
1859	—	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	—	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	—	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	----
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	—	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	—	159.0	—	734,118	337,384	6	----
1859	—	—	----	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	—	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	----
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	—	—	----	Buffalo Bayou, Braz. & Col'r'do	—	—	—	—	—	—	—	32.0	—	—	—	—	----
— — '58	56 0	—	----	184.0	—	—	----	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275-000	240,000	171,560	—	50.0	31,300	32,670	—	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	—	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	—	—	----	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	----
— — '59	28.0	—	----	756.0	—	—	----	Southern Pacific	—	—	—	—	—	—	—	28.0	—	—	—	—	----
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	—	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug. '60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,883	*	—	950,000	—	—	—	62.0	142,839	150,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	—	1,380,695	ope	r. by Vt.	Central	—	—	130
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	—	23.7	47,950	45 930	8,522	—	----
31 Aug. '60	54.0	10.5	----	—	—	—	----	Western Vermont	1,083,500	*	—	332,000	700,000	—	1,083,500	ope	r.b.Troy	& Bost.	55,858	----	----
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	----
30 Sep. '59	77.8	3.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	3
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	590,056	—	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	—	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	—	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	—	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	—	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	—	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,764	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	—	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '61	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	—	55.0	—	—	—	—	----
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	—	199.9	—	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	—	42.0	10 mos.	60,066	—	—	----
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,604	234.4	—	1,108,354	436,039	—	34½
— — '57	50.0	—	----	85.0	—	—	—	Milw., Watertown & Baraboo	514,238	—	—	345,861	132,000	—	—	50.0	—	121,401	—	—	----
10 May, '61	104.0	—	----	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,350	68,438	—	----
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	—	—	—	—	—	operated	by	Fox Riv	er Vall.	—	—	----
								CANADA.													
31 July '62	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	—	235,420	55,495	—	----
— — '62	49.0	—	----	—	16	17	214	Montreal and Champlain	—	—	—	—	—	—	—	49.0	—	—	—	—	11
— — '62	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	—	—	—	—	—	—	—	48.0	—	—	—	—	12
30 Sep. '58	924.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '62	229.0	123.0	----	—	92	125	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	9,120,440	—	26,104,725	357.0	—	1,221,145	585,885	1½	----
— — '62	24.0	—	----	—	2	2	52	London and Port Stanley	—	—	—	—	—	—	—	24.0	—	—	—	—	----
31 Dec. '61	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	—	—	—	—	—	—	—	96.6	—	—	—	—	----
— — '61	54.0	—	----	—	5	8	118	Ottawa and Prescott	—	—	—	—	—	—	—	54.0	—	—	—	—	----
— — '61	25.0	—	----	—	4	—	57	Welland	—	—	—	—	—	—	—	25.0	—	—	—	—	----
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12.0	—	14	18	235	European & North American	4,548,564	*	—	4,637,852	—	—	4,637,852	108 0	—	130,678	36,432	—	----
1 July, '61	60.0	—	----	—	—	—	—	New Brunswick and Canada	1,402,748	102,388	—	1,330,000	13,100	136,000	1,709,232	60.0	—	132,555	36,670	—	----
								NOVA SCOTIA.													
31 Dec. '61	81.5	—	----	60.1	—	—	—	Nova Scotia	4,268,717	*	—	—	—	—	—	61.5	—	120,918	26,303	—	----
								NEW GRANADA.													
30 Dec. '61	48.7	—	----	—	11	22	120	Panama	8,000,000	*	620,304	5,000,000	2,400,000	—	9,608,530	48.7	—	1,539,859	1,110,652	12	170

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 31.

	Th. 25.	F. 26.	Sat. 27.	M. 29.	Tu. 30	W 31.
State Stocks:—						
California 7s	----	----	119	----	----	
Georgia 6s	----	----	----	----	----	
Illinois War Loan	----	----	105	----	105¼	
Indiana War Loan	----	----	----	----	----	
Kentucky 6s	----	----	100	----	----	
Louisiana 6s	----	----	----	69	----	
Maryland 6s	----	----	----	----	----	
Michigan 6s, 1878	----	105	----	----	----	
Minnesota 8s	----	----	----	----	----	
Missouri 6s	52½	53⅜	53⅜	54	57½	
Do. iss. to H.&St.J.R.	----	82x	82	----	84	
New York 6s, 1873	----	----	----	----	----	
North Carolina 6s	----	----	70	----	69½	
South Carolina 6s	----	----	----	----	----	
Ohio 6s, 1860	----	----	----	----	----	
Tennessee 6s, 1890	53⅞	53⅞	53⅞	54	56	
Virginia 6s	61	----	----	61½	62	
Railroad Shares:—						
Buffalo & State Line	----	----	----	----	----	
Chicago, Burl. & Q.	87½	88	89	90	90	
Chicago & Rock Isl.	81¾	83	83¾	84½	84½	
Clev., Col. and Cin.	----	----	----	145½	----	
Clev. and Pittsburg	48½	50½	51⅜	56½	59	
Clev. and Toledo	72½	74	76½	77½	77	
Del., Lack. & West.	----	----	----	126x	----	
Galena and Chicago	82½	80¾x	82	83	82½	
Hudson River	76½	78½	79½	78¾	79⅞	
Illinois Centr. (scrip)	78½	79¾	80	82	82	
Michigan Central	91½	92½	92½	92½	91½	
M. S. and N. I.	40½	43	44	45½	45½	
M. S. & N. I. guar'd	83½	83¾	84¾	85	85½	
Mil. and P. du Chien	33½	34	33½	34	34¾	
M. & P. du C. 1st pref.	----	----	----	----	----	
M. & P. du C. 2d pref.	----	82	82½	83	84½	
New Jersey	----	----	----	----	----	
New Jersey Central	----	----	----	----	----	
New York Central	103½	104½	104⅞	105½	106½	
Erie	62½	63½	65	65½	65½	
Erie pref.	94½	95	96½	97	97	
Norwich & Worcest'r	----	----	----	----	----	
N. York & Harlem	22	23	24	25½	23¾	
N. Y. & H. "pref."	53	54	55	57	58½	
Panama	----	165x	170x	----	----	
Phila. and Reading	----	76½	----	77½	77	
Pitts. Ft. W. & Chicago	54	54¾	55½	56½	60	
Toledo & Wabash	36	----	36½	----	----	
" " Pref.	----	----	----	----	----	
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	----	95	----	----	----	
Chic. & N. W. 1st M.	----	----	----	----	----	
" " 2d M.	34	34½	35½	37½	37½	
" " S. F.	----	----	----	----	----	
" " A. B.	62½	63	65	66½	66½	
" " I. B.	----	----	----	90	----	
" "Ap. Ext'n.	----	----	----	----	90	
" " G. B. Ext.	----	----	----	----	----	
Clev. & Pitts., 1 M.	----	----	----	----	----	
" 2 M.	----	----	----	----	----	
" 3 M.	----	----	----	90	----	
" 4 M.	----	75½	76	78	78½	
Cl. & Tol. S. F. 7 p. c.	----	----	105	106	107	
Chi., Bur. & Q. 8 p. c.	117½	----	----	121	----	
Chi. & R. I. 1st M. '70	----	----	----	----	----	
D. L. & W. 1 M. 8p. '71-5	----	----	115	----	----	
" 2 M. 8p. c. '81	----	----	----	----	----	
Gal. & Ch. 1 M. 7p. c. '63	----	----	----	----	----	
" 2 M. 7p. c. '75	----	----	----	----	----	
" 1 M. Ex. '82	----	----	----	115	----	
Hann. & St. J. bonds	----	60	----	----	60	
Huds. R. 1 M. 7p. c. '69	----	117	----	----	----	
" 2 M. S. F.	60	111½	----	----	112	
" 3 M. 7p. c. '75	----	105	----	105	----	
" conv. bonds	----	98	97	----	----	
Illinois Central bonds	112	112	----	111	111	
La Crosse & Mil. L. G.	----	----	----	----	----	
Mil. & P. du C. 1st M.	----	106	106½	----	----	
Mich. Cen. S F. 8pc. '82	117	117	----	117	117	
" conv. 8p. c. '69	----	----	----	----	----	
M. S. & N. I. 1 M. S. F.	102⅞	----	103¾	104	----	
" " 2 M.	----	93½	93½	95½	95	
N. J. Central 1st M.	----	----	----	----	----	
" " 2d M.	----	----	----	----	----	
N. Y. C. 6p. c. certif. '83	----	----	110⅜	111	----	
" 1 M. 7 p. c. '64	----	----	----	----	----	
" bonds 1876	----	----	----	----	----	
N. Y. & E. 1 M. 7 p. c. '67	----	----	----	----	----	
" 2 M. 7 p. c. '79	----	----	----	----	----	
" 3 M. 7 p. c. '83	----	----	----	----	----	
" 4 M. 7 p. c. '80	101	----	----	103	----	
" 5 M. 7 p. c. '88	----	----	----	97	99	
N. Y. & H. 1 M. 7 p. c. '73	----	----	108	----	----	
" 2 M. 7 p. c. '64	----	----	105	----	----	
" 3 M. 7 p. c. '67	----	----	----	----	----	
Pitts., Ft. W. & Ch. 1 M.	108½	110	111	110½	----	
" " " 2d M.	94½	95½	96	97	97	
" " " 3d M.	----	70	73½	76	76	
Chicago & Alton, 1 M.	----	----	----	----	----	
Alton & Terre H. 1 M.	102	104	----	105	104	
" " 2 M. pref.	85¾	86	86½	87	87	
" " Inc. b'ds	70½	73	75	75½	74	
Toledo & Wab. 1 M.	----	100	100	100	----	
" " 2 M.	81	81	83	85¾	86	
" " Int. b'ds	----	----	----	----	----	
Miscellaneous:—						
Del. & Hud. Canal	119	----	119	118½	120	
Penn's Coal Co.	117	118½	118½	118½	----	
Pacific Mail S. S. Co.	135¾	136	126	136½	135¾	

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 31.

	Th. 25.	F. 26	Sat. 27.	M. 29.	Tu. 30.	W. 31.
Federal Stocks:—						
U. S. 5s, 1871, coup.	----	----	103	----	----	
U. S. 5s, 1874, coup.	91½	91½	91¾	92	92	
U. S. 5s, 1865	----	----	----	----	----	
U. S. 6s, 1881, reg.	97	96½	97	----	96½	
U. S. 6s, 1881, cou.	102¾	102½	102½	102½	102½	
U. S. 6s, '81, O. W. L. y.	----	----	----	----	----	
U. S. 6s, 1881, " ½y.	----	----	100½	----	100½	
U. S. 6s, 1862, reg.	----	----	----	----	----	
U. S. 6s, 1867, reg.	----	----	----	----	----	
U. S. 6s, 1868, "	----	----	----	----	----	
U. S. 6s, 1868, coup.	----	----	----	----	----	
U. S. 6s, 1 year certif.	96	96½	96½	96½	96¾	
U. S. 6s, 5-20s, coupon	----	----	----	----	----	
Treasury 7 3-10 Notes	102½	101¾	101½	101¾	101¾	
U. S. Demand Notes	126½	126⅞	127½	126½	127½	
American Gold	132½	132¾	133	133	133⅜	

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 31.

	Th. 25.	F. 26.	Sat. 27.	M. 29.	Tu. 30.	W. 31.
Boston and Lowell	----	----	103	----	----	
Boston and Maine	122½	----	----	----	----	
Boston and Providence	----	----	124	125	----	
Boston and Worcest	----	----	----	----	----	
Connecticut River	106½	----	----	----	----	
Eastern, Mass.	----	92	91	92½	93	
Eastern, N. H.	92¾	----	----	----	----	
Fitchburg	----	----	----	----	108½	
Manchester & Lawr'ce	----	----	----	110	----	
Michigan Central	92	91¾	----	52½	----	
Northern, N. H.	----	----	62	62½	----	
Old Colony and Fall R.	123	123½	----	----	----	
Ph., Wil. & Baltimore	58⅜	----	58¾	59½	59½	
Portl'd, Saco & Ports.	----	110½	----	----	----	
Vermont & Canada	----	----	130	----	----	
Vermont & Mass.	20	22	22	22	23	
Western	----	----	----	143	----	
Cambridge (Horse)	108½	----	109	110	----	
Metropolitan "	----	----	----	64	----	
Middlesex "	101	----	----	----	----	
Central Copper Co.	27	----	----	----	----	
Franklin Copper Co.	43	43	44	45½	46½	
Isle Royale "	15⅜	16⅜	17½	18½	18⅜	
Mesnard "	8½	7⅜	7⅞	8⅜	9	
National "	24½	----	----	25½	24¾	
Minnesota "	----	----	----	69	69½	
Pewabic "	43	43½	43⅞	46	48	
Pittsburg "	67	----	----	67	----	
Quincy "	----	----	----	61	61½	
Rockland "	16½	----	----	16¾	17	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 30.

	W. 24.	Th. 25.	F. 26.	Sat. 27.	M. 29.	Tu. 30.
Beaver Meadow	----	----	----	----	----	
Cattawissa	4½	----	4¾	4¾	5	----
" preferred	14¾	----	----	15½	----	15½
Camden & Amboy	----	----	----	----	----	152½
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	102	----	----	----	----	----
" " 6s, '89	----	----	----	100	----	----
Elmira & W'msport	----	20½	----	----	22	
" " pref.	34	----	----	----	----	
" " 7s	99	----	99½	100	----	102
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	----	53½	----	
" " 6s	----	----	----	----	54	
" " scrip	----	----	30	30	----	
Lehigh Valley R. R.	----	----	----	----	----	
" " scrip	----	18	----	----	18	
" " 6s	----	----	----	----	----	
Little Schuylkill R. R.	28	----	28	----	28½	
" " 7s	----	----	----	----	----	
Long Island	----	----	----	----	23	
" " 6s	----	----	----	----	----	
Minehill	----	----	50½	50¾	----	
North Pennsylvania	9¾	----	9½	----	----	
" " 6s	----	----	----	87½	----	
" " 10s	----	----	----	----	----	
Pennsylvania R. R.	57½	----	58⅜	58⅜	----	
" 1st m.	----	----	----	----	----	
" 2d m.	----	----	106	----	----	
Penn. State, 5s	96½	----	96⅜	96½	----	
" " 5s, coupon	----	----	----	----	93¾	
" " 6s, "	107½	----	----	----	----	
Philadelphia City, 6s	99¾	----	100	100	100	
" " new	103½	----	103¾	103½	----	104½
Philad., Germ. & Nor.	----	----	----	54	----	
Phila. & Reading	37⅜	----	----	37⅞	----	38½
" " 6s, '86	102	----	----	102	102¼	----
" " 6s, '70	----	----	104	----	----	
Philadelphia & Erie, 6s	102½	----	----	102½	----	101½
Philad. & Sunbury, 7s	----	----	----	----	----	
Sunbury and Erie, 7s	105½	----	----	105½	----	
Arch street, (Horse)	----	----	----	25½	26	
Chestnut & Wal. "	49	----	----	----	----	
Girard College, "	----	----	----	----	----	
Green & Coates, "	----	----	----	37	----	
Race and Vine, "	----	----	----	----	----	
2d and 3d streets, "	----	----	----	76½	----	
Spruce & Pine, "	16½	----	----	----	----	
13th & 15th sts., "	23	----	----	23	----	
West Philad., "	----	----	----	----	----	
10th & 11th sts. "	----	----	----	----	----	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 29.

	Tu. 23.	W. 24.	Th. 25.	F. 26.	Sat. 27.	M. 29.
Baltimore City 6s, 1875	108	----	----	----	107	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	----	----	----	----	106½
Balt. and Ohio	77	----	77	77½	78½	
" " b'ds, '62	76	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	34¾	----	----	34¾	----	99½
" " b'ds, '85	----	----	----	----	99½	----
" " " '95	----	----	----	----	----	----
Washington Branch	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 13th December:

Maryland 5s		70	to	72
United States 5s, 1874		66	"	66
Virginia State 6s		45	"	46
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent		73	"	74
Erie shares, $100 (all paid)		41½	"	42½
Do., 7s, preference		61	"	63
Do., assessment scrip		1½	"	1¾
Do., 7s, 1st mort., 1867		82	"	85
Do., 7s, 2d mort., 1859		75	"	85
Do., 7s, 3d mort., 1883		72	"	74
Do., 7s, 4th mort.	x. c.	68	"	70
Do., 7s, 5th mort.		66	"	68
Illinois Central 6s, 1875		75	"	78
Illinois Central 7s, 1875	x. c.	76	"	77
Do. do. $100 shares, $90 paid, dis.		42½	"	41½
Do. do. $100 shares, all paid		53	"	54
Michigan Central 8s, Convertible, 1869		76	"	80
Do. do. S. F. 1st mort., do., '82	x. c.	75	"	80
Michigan S. and N. Indiana 7s, S. F., 1885		70	"	75
Do. do. do. $100 shares		23	"	28
New York Central 6s, S. F., 1883		70	"	75
Do do. 7s, 1864		70	"	75
Do. do. 7s, S. F., 1876		75	"	80
Do. do. 7s, Convertible, 1876		75	"	80
Do. do. $100 shares		70	"	72
Panama, 1st mortgage 7s, 1865		102	"	104
Do. 2d mortgage 7s, 1872		102	"	104
Pennsylvania, 1st mort., 6s, Convertible		75	"	80
Do. 2d mort., 6s, do.		86	"	87
Do. $50 shares		36	"	38
Philadelphia and Reading, $50 shares		25	"	28

American Railroad Journal.

Saturday, January 3, 1863.

Stock and Money Market.

The year 1862 goes out more hopefully than its predecessor, notwithstanding "the clouds that lowered upon us" at intervals. We may see clearly that as it sinks into the horizon of the past, we may watch its departing light without apprehension. On the contrary, thanking Heaven for its protection, thus far we may take courage and hope for it to the end.

A brief survey of our military progress during the past year, is not without great consolations; and as the war is the great base from which all our operations in finances, industrial, agricultural and commercial, are conducted, we recommend an article in the *N. Y. Times* of Wednesday last, as conclusive that our position is far better than it was a year ago, and our advantages thus far are of the greatest magnitude. Want of space prevents us from giving it entire.

In the railway share market the activity the last week has been unprecedented, and the business done immense; State stocks are high, those of the border states are improving, and those of the Government firm and buoyant. Such a state of things during such a war as this is anomalous, and shows the courage, hopefulness and determination of the people of the North.

Among the curious movements inside this

sphere of activity is the reported one of the *entente cordiale* between the Central and the Harlem. Amalgamation has been the distinguishing characteristic of the former company, a policy recently adopted in England the last year or two with good results both in railways and Insurance Companies. It is believed that the first intention was to unite the fortunes of the Hudson River with the Central, but unexpected difficulties have intervened, and the plan appears to be changed, and some kind of a union is talked of with the Harlem, which will be comparatively easy of arrangement, as a majority of the stock can be purchased at a low figure. This connection, which will be greatly aided by the construction of the bridge at Albany, will in many respects be better than one with the Hudson, because at Port Morris there is a terminus on deep water, extension wharves, and cheap land for any desired improvements for business facilities. Harlem, which a a few months ago was at a low figure and not very saleable, is now quoted at 26¾. A large profit has thus been made by those holders whose patience has been so exemplary.

A pamphlet on the currency question has just been published by James Gallatin Esq., Pres't of the National Bank, characterised by his usual ability and well known conservative opinions. We have not room to day, to review its positions with the care they deserve, but his propositions to meet the exigencies of our financial system are made in such good faith and such real devotion to the interests of his country, we think they are eminently deserving of consideration and we shall give them in full next week.

Underneath all these modifications, details and suggestions, lie broad principles on which every superstructure of finance must rest. These we have from time to time sought to enunciate in a popular form, and we now propose to deal with another phase of the subject.

Besides the appreciation of prices under a paper money system, there is another evil, that done to Creditors, who instead of receiving their debts to the value of their origin, that is to say instead of getting paid in gold, they are paid in paper at a heavy discount as compared with gold. And this is undoubtedly true as to all contracts and debts created before the suspension of specie payments.

But what in fact is the essence of all contracts in the country? it is the payment of "lawful money of the United States."

Legally and technically therefore, a payment of a pre-existing debt in any currency declared lawful by the United States is in accordance with the letter and spirit of the contract. It is well known that both our gold and silver coins have been alloyed, and that they pass above their real and intrinsic value. Did the creditor of former years require payment in coin from their debtors of the old value at the date of their pre-existing contracts? It would have made a difference to them as to gold of about six per cent.

Is not then this fluctuation in currency a matter over which individuals can have no control. Are they not bound to foresee it, and to abide by its occurrences. And in all other transactions but in actual money do they not act in this very manner. For example. The capitalist who lends money on a bond and mortgage insists on having back his advances in gold or its equivalent. It is so nominated (if you please) in the bond. But if the same person puts the same amount in a store in the lower part of the city, he may meet with this result. He may in prosperous times receive 20 or 30 per cent. interest in the shape of rent. This has not been unfrequent of late years in this city. That very property may now stand empty, or produce not enough to pay the assessed taxes. Why does the owner submit to this enormous depression and loss, without clamor or appeals to the Government? Precisely because his individual interests go with those of the masses, and it is impossible to prevent it. Such precisely is his case now with any other property, which is affected by the condition of the whole country.

On the other hand, there are often cases where disturbances of the currency from unforeseen causes, press as hard on debtors as they ever do on creditors. Real estate supposed to be worth the sum stated in the contract of sale often depreciates with great rapidity. The creditor demands payment to the uttermost farthing in lawful money of the U. S. He may have received the full value of it in instalments, during the process of depreciation, yet he requires all, and the debtor not only loses all he has paid but the very property on which he has been paying. This state of things has been of common occurrence during the many financial panics brought about by the banks themselves, and the debtors have not only found themselves losers 20, 30, or 40 per cent., (much more than the amount of the premium on gold,) but losers of their whole capital. What benevolent statesman, what eminent banker has ever come forth to project a scheme of finance, which should save debtors from losses by depreciation? Ready enough to protect capital, they are very quiet when industry goes to the wall.

But as capital is master, we must listen to its voice. The issue of paper is going to diminish the value of their property in gold. Not so. The paper which chokes up their vaults can this day purchase stocks in the best banks of this city under par, payable in currency. They may buy in the Merchants at 98, the Bank of Commerce at 94, the American Exchange at 96, the Continental at 86, and in many others at about the same rates, all these institutions paying full dividends of 7 per cent. So in railway shares and bonds, and Government stocks there is room for investment on the most favorable terms. We come to the conclusion then that capitalists have full protection, more than any other class. This war and its expenses arise from the necessity of maintaining the existence of Government, without which capitalists would not have an hour's security for their property.

Let us then look at all our difficulties coolly and philosophically. Out of this nettle danger, by so doing, we shall pluck the flower safety.

Our readers will find our quotations this week full and interesting, and nothing in them we imagine to weaken the force of what we have with the sincere desire to disabuse the public mind, suggested from time to time to maintain the public confidence, in our cause, in ourselves, and in Heaven.

Treasury Notes.

We copy the following from *Hallett's Commercial Circular* of this week. It is a fair and intelligent view of the policy of the issue of Treasury Notes, supporting fully the expressed opinions of the JOURNAL on the same subject, that it was an unavoidable necessity, that it has worked admirably so far, and that the country has actually prospered under the timely stimulant of this currency, equivalent to gold in all domestic contracts, plentiful enough to answer all the purposes of domestic exchanges, and to sustain all domestic industries. It is not improbable that a large part of these Treasury notes may be retained in circulation after the war is over, being preferable in so many obvious respects to local currency.

Whatever may have been the opinion originally entertained in reference to the issue of Treasury notes to serve as money, there can be no doubt that they have been the most efficient means that could have been devised to supply the wants of Government, while they have, so far, performed a very useful office as currency. Through their instrumentality large amounts of bonds have been sold, and large loans negotiated. But for them, it is not probable that one dollar would have been placed where there are now nearly $100,000,000, at low rates of interest, in the Sub-Treasury to the credit of the Government. But for their issue it is difficult to see how Government could have met the immense demands upon it, while it is equally clear that it must, for some time to come, make use of the same means. Mr. Chase's report is conclusive upon this point. There is no authority for Government to accept of the circulation of the Banks. Loans, consequently, can be paid only in Government paper. This paper, remarkable as it may seem, cannot be had in sufficient abundance to pay loans to any considerable amount, if made. The result of the negotiation of the 7 3-10ths is fully in point. It is with the greatest difficulty that the Banks in this city can provide themselves, in the ordinary course of business, with an amount of demand notes sufficient for the wants of the trade. These notes have become the favorite currency, are universally sought with avidity, and are in a great measure absorbed by the public, so that but few of them find their way into the Banks. The credit attached to them will continue so long as the bonds of the Government in which they may be made convertible, are at a premium. The thing of chief concern, consequently, is the maintenance of this credit. So long as this is preserved, Treasury notes will continue to maintain their present place in the public estimation.

With the system of Finance which we trust Congress will adopt, we see no difficulty in supplying Government with all the money it wants, even upon the enormous scale estimated. Already has it raised nearly $700,000,000 without any sign of impoverishment or exhaustion on the part of the country. Capital was never more abundant, nor was there ever a period in our history when the great staples of food were cheaper or more plentiful, notwithstanding the vast amounts exported. Even with the continuance of the war for another season, we do not expect to see any great falling off in the product of food, from the rapid improvements in labor-saving machines, by means of which crops are not only planted but harvested, and which have already so far abridged manual labor, as to have increased threefold the product due to a given number of hands. In no country have these improvements been carried to such an extent as our own. In addition to such increased means, the excess of male over the female population in the United States, in 1860, was 730,000, while in Great Britain, at the last census, the excess of females in a population of about 29,000,000, was 877,000. These figures demonstrate that after deducting the males now in the army, a much larger number still remain for the prosecution of our industries than are found in the nations of the old world. So long as these industries remain undisturbed, the people can readily sustain much larger burdens than are now imposed upon them.

Enlargement of the New York Canals.

We perceive that the project is still agitated at Washington for the enlargement of the Erie and Champlain Canals, on the ground that this is necessary both for military and naval purposes. It is maintained, that it will become necessary for the defence of the Lakes, that iron-clad steamers in the emergency of war may be built in the city of New York, and passed up the canals for the defence of the Lakes. In connection with this, is another project for the enlargement of the Illinois canal, so as to connect Lake Michigan with the Mississippi river. In both cases the military and naval advantage is deemed to coincide with commercial necessities. We are always ready to advocate any improvements of this kind which are of a national character, provided the good results are demonstrable, and the end will crown the work. In either of these cases, the expense to be incurred will be about seven millions of dollars. We propose at this time to confine our objections to the New York project, as it is one of which we are best able to form an opinion, and is a subject with which we profess to be somewhat familiar.

Thus then, it is proposed that the U. S. Government should loan the necessary funds to this State in order to widen the locks and deepen the beds of the canals to permit the passage of iron-clad gunboats from this city. But this, after all, does not prevent the State from being finally saddled with the debt, increasing the load it has now to carry, and the amount of taxation under which the people already wince. But really there is no commercial necessity for this movement. The canals are already large enough for all that can be offered for shipment. Some years back, they had more capacity than business, and there were those who feared they would even cease to support themselves. So far was this fear prevalent, that a proposition was publicly discussed for their sale, to relieve the State from impending embarrassment. But the immense production of the West, and the continued demand from Europe, changed this unfavorable aspect of affairs, and the enormous business and revenue of the present year of canal transportation have established the facts that the State has no better source of wealth than its canal property. The business may be doubled and yet there will be room for more.

But should it in coming years, press beyond their capacity, we have the great lines of railway parallel to it, which can accommodate all the present and future surplus. The Erie can bring to tide water from Buffalo, as well as the Central, all the traffic which has been offered, or may be offered for years to come. There is not therefore the least necessity commercially for enlarging the canal westward, and as to the Chanplain, no one pretends that it is inadequate to all the business now done upon it, or that ever can be.

It is urged however that we shall in case of a war with England, require the construction of armed iron steamers, to defend the lakes, and they cannot be got there except by this enlargement. This is a petitio principii, and begging of the argument not susceptible of defence, if it be put forth with any sincerity. We know that by the supplementary treaty of Ghent, we can maintain but one armed vessel on the lakes, of limited tonnage, and armament, and it is said a war might break out so suddenly, that we should be exposed to the irruption of a fleet of hostile gunboats, coming up the St. Lawrence Canals, into Lake Ontario, and by the Welland Canal into Lake Erie. We doubt whether a war could arise without considerable previous negotiation, and without our Government's being able to give the notice necessary to conform to the stipulations of that treaty. But if we are even mistaken in this opinion, we are confident we are not in another, viz. that all necessary preparation may be made at once for the defence of the Lakes, without violation of that supplemental treaty. The plan is both simple and economical. We illustrate it by a single example:

It is known that the Tonawanda creek is used as a part of the canal, for at least twelve miles from the Niagara river with twelve feet water, and one lock into the Niagara river. It is very clear then, that a basin may be constructed at some interior point, equal to *four* marines leagues for the Lakes, (if the distance should ever be called in question,) on which a whole fleet of iron clad steamers could be constructed, and within a short distance from Lockport, where shops, supplies, machinery, and workmen would be always at hand and where the work of construction could go on without the least danger from the enemy. For the use of this naval basin, the U. S. Government could afford to pay a liberal rent, and the jurisdiction being with the State of New York, no conflict of authority could arise. The expense of the execution and preparation of this basin is within the means of calculation of the most ordinary Civil Engineer, and would be comparatively small, not so much probably as that of widening a single lock.

What could be thus done on the Tonawanda, could be done also at Oswego, on the Oswego river and canal. So also at White Hall, on Lake Champlain. Who does not see in this simple arrangement, provision and ample provision, too, for the defence of the lakes, if defence in this way ever becomes necessary. Why should Congress be disturbed by so unnecessary and unwise a proposition as to enlarge the whole line of our canals and their hundreds of locks for a purpose that may be met by three cheap and defensible navy basins, at these three points not requiring more than half a dozen locks if so many. Are they statesmen who overlook this plain solution of the pretended difficulty? And can they deny that if the canal was actually enlarged at an enormous expense, there is any certainty that a fleet of iron clad gunboats would ever go through safely? The bursting of an embankment, the blowing up, or falling down of an aqueduct over the Mohawk or Schoharie Creek, accidentally or by design would destroy a whole expedition, and this is precisely a risk the English gunboats will be subjected to in passing through the St. Lawrence and Welland Canals. Indeed the people of Buffalo assert with confidence that no British armed vessels shall ever pass through the Wellaud Canal into Lake Erie. One day's or one night's work would make its destruction complete.

That our view of this subject is a correct one, is supported by the fact, that the writer of this article having communicated similar views to the N. Y. Canal board last summer, received an official notice, that the suggestiou should be followed up with a survey by competent Engineers, and it is quite probable that the subject will be discussed in the forthcoming report of the Canal Commissioners. The attention also of the Governor elect has been called to the subject, and we do not well see how he can avoid considering it, provided he thinks this means of defence of the Lakes will ever become necessary. Dismissing this view of it for the present, we frankly confess, we believe a war with England in Canada will not be waged on our part by naval forces. If that unfortunate and deplorable event should occur, an army from the North-Western States, from Ohio, Pennsylvania, and New York will take possession of Canada West in a fortnight. The very railway system of the upper province will give us a line of operation, the use of which can not be prevented except by the voluntary destruction of millions of property. We have also craft enough on Lake Erie to assist in every movement necessary by water, which may be easily armed for service in a few weeks. But we do not think we shall ever enter Canada in any other way than as friends. Our traffic with the Great West is its traffic. By the Suspension bridge at Niagara, we have united New York with a beautiful peninsula. Long may it remain a monument of the friendly union of American skill and British capital.

Nor do we think there is any danger, (unfriendly as the leading Presses of England are to our cause, and much as such men as Mr. Lindsay have urged the advantage to his country in the destruction of ours,) of any war between the two nations. If we succeed in putting down the rebellion we shall be too strong to be assailed; if the Union is destroyed, there will be no object in any further enmity. We shall be no longer the subject of fear or envy to any European power, but an unhappy collection of petty governments, all weak, disorganized and borne down by internal and never ending difficulties.

So then in reviewing the whole subject, we may say, the cheapest method of building iron clad steamers for the Lakes is to do so in the way proposed. If the public mind is to be kept in a fever about this necessity, here is the method of allaying it. Let the project then be abandoned. But if as many believe, it will be by a large army and quick movements, Upper Canada is to fall into our hands, we may dismiss the whole subject. It does not require discussion, and Congress will employ itself much better in other plans than in this of expending six or seven millions of dollars for enlarging the locks of the New York Canals.

Buffalo, New York and Erie R. R.

We have received the Fourth Annual Report of this company, for the year ending September 30, 1862. The receipts during that time were:

From passengers	$135,872 26
" freight	651,468 45
" mails	8,520 00
" express	9,954 45
" Rochester division	6,416 63
" other sources	11,193 49
	$823,425 28

And the expenses were:

Operating the road	$230,317 81	
Maintaining road	211,593 81	
Repairs of machinery	106,028 05	
		547,939 17
Leaving as net earnings		$275,486 11
Add balance Oct. 1, 1861		79,112 64
		$354,598 75
Coupons and interest paid		163,867 19
Balance Sept. 30, 1862		$190,731 56

Compared with the previous year, the gross earnings show an increase of $229,580 66
With an increase in expenses of..... 141,799 14

Making the increase in net earnings.. $87,781 52

There has been paid, and charged into the expenses of the year, $17,101.52 for taxes and damages which accrued in and belonged to the expenses of previous years.

Besides the ordinary repairs to the track, a considerable portion has been reconstructed during the year, at an expense for new rails of $48,612.49; 2,975 tons of old rails have been repaired at an average cost of $4.39 per ton; 37,129 ties, 191,600 lbs. spike, and 28,738 chairs have been used in reconstruction and repairs of track, at a cost of $31,348.12. The repairs to roadway and track, in new superstructure, ballasting and ditching have been thorough and extensive, and in this respect the property of the company has been increased in actual value by more than the difference in the expenses of the past over those of the preceding year.

Ten bridges, of an aggregate length of 844 feet, have been constructed during the year entirely of new material, and in a substantial manner—the entire cost of which has been charged to expense account. All the other bridges have been thoroughly repaired.

The largely increased cost of materials occasioned by the existing war, and the derangement of the currency has added essentially to the expenses of the year. A still further increase in the cost of materials and labor is anticipated the ensuing year.

An analysis of the accounts for the year, show the following results:

Surplus earnings for the year	$111,618 92
Increase of funded debt	14,180 00
Decrease of cash on hand	4,535 04
Decrease of bills receivable	358 45
Decrease of amount due from War and Post office departments	2,254 40
	$132,946 81
Reduction of floating debt	$76,524 17
Increase of materials on hand	12,250 48
Increase of real estate and buildings	20,914 20
Increase of am'nt due from agents, etc.	23,257 96
	$132,946 81

Since the last report, the company has purchased the lot adjoining its freight depot on Buffalo Creek, thus giving a dock front on the creek of 326 feet, together with a dock front of 210 feet on the ship canal, leading to the Ohio Basin. The cost of which, together with the extension of the freight depot, rendered necessary by the increasing freight business of the company, amounting to $23,683.94, has been charged to cost of road and equipments, and appears in the foregoing statement.

The following table will show the earnings and expenses of the road from its organization to the present time:

	Total earnings.	Total expenses.	Interest payment.	Surplus earnings.
1857-'58.	$474,779	$334,192	$1,490	$141,097
1858-'59.	541,250	368,928	150,224	22,097
1859-'60.	580,000	337,046	181,416	61,538
1860-'61.	593,845	403,140	163,324	24,380
1861-'62.	823,425	547,939	163,867	111,619
	$3,013,299	$1,992,245	$660,322	$360,731

The total surplus earnings have been expended as follows:

Construction of r'd from Attica to Batavia	$128,504
New rolling stock	44,735
Real estate, buildings and new track	96,821
Extraordinary repairs to track between Buffalo and Attica upon opening through line	22,990
New Bridges over Conhocton river	13,070
Telegraph line from Attica to Corning	3,381
Legal expenses attending organization of the company and perfecting titles	5,869
Patent rights	4,293
Track scales	2,398
Excess of assets over liabilities	38,670
	$360,731

These expenditures constituted the floating debt of the Company, immediately or soon after its organization. The various items belonged and were charged to cost of road and equipment, and are represented in the capital of the Company. The debt thus created has been entirely paid out of the surplus earnings. The Company has no floating debt. What is represented in the ledger accounts as floating debt, are balances of running monthly accounts, fluctuating from month to month, the dues to the Company on similar accounts, being sufficient for their liquidation. The report says:

The experiment of using coal for fuel on the locomotive engines of the Company shows a very favorable result. The total miles run by all trains during the year was 609,076—of which 188,690 were by coal burning engines. The expenditures for fuel used on different classes of engines have been carefully kept, and present the following result:

Expense per mile run with wood,	10 30-100 cents.
do do do coal,	5 33-100 "
Difference per mile in favor of coal	4 97-100

Making a saving in 188,690 miles run by coal engines of $9,371.61.

It is proper to state, however, that the engines using coal were run principally on passenger trains, and that if coal should be substituted for wood on all the engines of the Company, the per centage of saving in expense would be reduced below that above stated.

It is probable that coal burning engines will deteriorate more rapidly than those using wood fuel, owing to the occasional presence of sulphur and other impure substances in the coal used; but making due allowance for deterioration from this cause, the experience of the Company thus far indicates, that a large saving is made by the use of coal. The average quantity consumed per mile on all trains is 47 lbs.

The business of the Company requires a large addition to its engines and cars, the expense of which would be soon repaid by additional earnings.

The coal traffic for the year amounted to 58,578 tons. In 1861 it was 45,578. In 1860, 20,000. In 1859, 9,100. The quantity offered for transportation the past year exceeded 100,000 tons, but it was not deemed profitable to engage in the business any further than to load return cars not otherwise filled with Westward bound freight.

The total tonnage of freight transported by the Company since its organization, with the rate received therefor, has been as follows:

1858	143,709 tons,	Average rate	$2.11	per ton.
1859	181,568	" "	2.05	"
1860	227,713	" "	1.85	"
1861	237,409	" "	1.85	"
1862	301,234	" "	2.12	"

GENERAL STATEMENT.

Cost of Road and Equipment,		$3,188,461 16
First Mortgage Bonds on hand, to liquidate Buffalo, and N. Y. City R. R. Bonds,		79,860 00
ASSETS, as follows:		
Avon, Gen. & Mt. Morris R. R. Stock	$1,200 00	
Rochester & Gen. Valley R. R. Stock	149,940 00	
Quincy and Toledo R. R. bonds and stock	9,080 00	
B. & N. Y. C. R. R. coupons, (Buff. to Attica).	457 59	
Buffalo, N. Y. & Erie R. R. bonds	45,740 00	
Inventory of materials	100,254 57	
Cash on hand & in banks	1,673 89	
Due from agents (since remitted	38,714 08	
Bills receivable	3,159 75	
Other roads	8,795 87	
Individual accounts	46,506 95	
Post Office department	4,008 88	
War department	5,000 00	
		414,531 58
		$3,682,852 74
Capital stock		$850,000 00
First mortgage bonds	$2,000,000 00	
Second " "	380,000 00	
Real Estate "	46,713 72	
		2,426,713 72
First mortgage, B. & N. Y. C. R.R. Buffalo to Attica		79,860 00
Bills payable	$34,560 54	
Pay rolls	30,752 72	
Other roads	22,043 74	
Individual accounts	48,190 46	
		135,547 46
Balance of income account		190,731 56
		$3,682,852 74

The road is 142 miles in length, extending from Buffalo to Corning. The equipment of the road consists of 28 locomotives; 26 first-class, 6 second-class, 9 baggage and mail, and 393 freight cars.

Miles run by passenger trains, 241,882; by freight trains, 330,925; by working trains, 36,269—total mileage, 609,076. Through passengers, 15,516; local do., 181,978. Through freight, 173,939 tons; local do., 127,295. The expenses per mile run have been as follows: Fuel 8.76 cents; oil and waste, 3; maintaining road, 34.74; operating road, 37.81; repairs to machinery, 17.40. The expenses of the road were 66½ per cent of the earnings.

Comparative Negligence. Wilds vs. Hudson River R. R. Co.

THE LAW WILL NOT CONSIDER THE DEGREE OF NEGLIGENCE WHICH MAY BE ATTRIBUTED TO EITHER PARTY IN ORDER TO STRIKE A BALANCE BETWEEN THEM. A PARTY TO RECOVER DAMAGES MUST BE FREE FROM ANY NEGLIGENCE WITHOUT WHICH THE INJURY WOULD NOT HAVE HAPPENED.

The accident out of which this case arose occurred at the crossing of the defendant's railroad track, at Fourth street, in the lower part of the city of Troy. From the evidence it appears that the plaintin's husband attempted to cross the track of the Company in his wagon while the train of cars was approaching, and whipped up his horses for this purpose, but did not get over in time, and was therefore struck by the locomotive, and received injuries from which he died. This suit was then brought against the Company to recover damages for the injuries so received by the plaintiff; on the ground that the accident happened through a want of care on the part of the defendant. The time of the occurrence was noonday. The whistle of the locomotive was sounded and the bell rung as usual at the crossing. At the time of these warnings, and as the train was approaching this street no one was standing upon the track to be seen by the Engineer. The flagman was at his post waving his flag, and warming people of the approaching train and signaling them to stop. The railroad had been in operation there some sixteen months, and Wilds was well acquainted with the city. He came to it every Saturday to supply his customers with the produce of his farm, which was some twelve miles out, and on this day he had gone to South Troy across this same track, to a customer's house.

The trial at the Circuit resulted in a verdict and a judgment in favor of the plaintiff. From this judgment an appeal was taken to the General Term of the Supreme Court; and then a further appeal was taken to the Court of Appeals, which court now reversed the judgment of the Circuit Court, holding the right to recover damages under the statute, for *injuries to the person* depends upon two concurring facts: first, the party claimed to have done the injury must be chargeable with some degree of negligence, if a natural person, or if a corporation, with some degree of negligence on the part of its agents; second, the party injured must have been *entirely* free from any degree of negligence which contributed to the injury. That is, of any negligence without which the injury would not have happened. The question presented to the court or the jury is never one of *comparative negligence*, as between the parties; nor does very great negligence on the part of the defendant so operate to strike a *balance of negligence* as to give judgment to a plaintiff whose own negligence contributed *in any degree* to the injury. That in this case the facts proved showed that the Company were not negligent; and that the accident was the result of the plaintiff's own carelessness. The following is a part of the opinion of the Court of Appeals rendered at the decision of the case:

GOULD, J. The right to recover damages for this class of injuries to the person (whether asserted by the party injured or by his representatives under the statute) depends upon two concurring facts; 1st. The party claimed to have done the injury must be chargeable with some degree of negligence, if a natural person; if a corporation, with some degree of negligence on the part of its agents or servants. 2nd. The party injured must have been *entirely free* from any degree of negligence which contributed to the injury; i. e. of *any* negligence without which the injury would not have happened. These essential elements of such a cause of action are as absolutely distinct from and independent of each other, as are the two opposing parties, and each and both must be *by itself* in the case upon the evidence or there can be no recovery. The question presented to the court or jury is never one of *comparative* negligence as between the parties, nor does very great negligence on the part of the defendant so operate to *strike a balance of negligence* as to give a judgment to a plaintiff whose own negligence contributed in *any degree* to the injury. It is true that some of the reported cases of this kind of action use, in a very uncertain manner, the terms gross negligence, ordinary negligence, ordinary or common prudence, and similar terms. But however applicable such terms may be to the cases of bailment of *property*, and between the different well-known classes of such bailors and bailees, it is difficult to see how they have strictly and legally *any* application to cases like the one under consideration. No element of fraud (or quasi fraud) or wilfulness enters into the cause of action. The law says to the defendant, if you have by simple negligence caused the injury, so far as you are concerned, the ground of action is complete. At the same time it says to the plaintiff, although so far as the defendants' acts are concerned, the case is made out, *you* cannot prevail if you have, by *your* simple negligence, helped to bring about the injury.

Another preliminary point (to be passed upon generally before we can decide as to its being applicable to this case) is the claim that the question of negligence belongs peculiarly to the jury; and that cases involving that question should never be taken from them to be decided by the court. To this proposition it should be answered, that there is no case known to the law (even the question of fraud in certain cases, where the statute says it is to be submitted to the jury,) in which an appellate court has not and does not, on proper occasions, exercise the power of setting aside the verdict of a jury, not merely when it is entirely against evidence, but when it is clearly against the weight of evidence. And no court can be guilty of the absurdity of holding that in such a case it would not have been competent for the Judge who tried the case, either to non-suit the plaintiff or direct a verdict in his favor, as the case might have required. No legal principle compels him to allow a jury to render a merely idle verdict. * * * * * * *

Nor is the applicability of the rule varied by saying that the evidence may consist of *circumstances* from which inferences are to be drawn as to negligence; and that as different minds may draw different inferences from the same circumstances, the jury must always be the judges of negligence where the evidence is circumstantial. No one ever supposed that the right of a tribunal of review, to reverse a verdict as against the weight of evidence, was confined to the cases of direct, positive testimony. The right covers all cases, by *whatever kind* of legal evidence any of them are sought to be proved, and it proceeds according to the weight of the evidence, whether circumstantial or not. * * * * * * *

The entire evidence fails to show any degree of negligence on the part of the Company, and the second motion for a non-suit should have been granted. On the other hand, how stands the proof of carelessness on the part of the deceased? The plaintiff's chief witness, the only one who saw the occurrence says: "When I first heard the whistle, he was getting right on to the South railroad track with his horses. If he had stopped them he would not have been hurt. He could not stop very easily." He did whip his horses, and went across the South track and nearly across the North track; when on that track his wagon was struck. The defendant's witness show a very strong case of carelessness, if not of utter recklessness on Wild's part. * * * * * * * *

It is quite usual in similar suits to find counsel, and sometimes judges, disposed to dwell upon the alarming power of a locomotive, and the appalling danger of running one any where but in the wilderness; and great stress is laid on the strict and untiring watchfulness and care that are required of those who use so dangerous a thing. All this is very true. But there are two sides to these facts. If a locomotive be eminently dangerous, every body knows it to be so; and it is as dangerous to run against or under it, as to have it run over you. A railroad crossing is known to be a dangerous place, and the man who, knowing it to be a railroad crossing, approaches it, is careless, unless he approaches it as if it were dangerous. To him the danger is vastly greater than it is to the locomotive. He may lose his life; and if the Company be bound to use very great care not to endanger him, why is he not bound to use equally great care not to be endangered? His care should be as much graduated by the danger as the Company's. When every one who knows that the railroad is there, is bound to know and remember that a train may be approaching; not to take the very simple precaution of looking and listening to find out whether one is coming, cannot but be want of care. To be sure the statute requires a railroad Company to give specified warnings, but it neither takes away a man's senses nor excuses him from using them. The danger may be there,—the precaution is simple. To stop to pause is certainly safe. His time to do so is before he puts himself in the "very road of casuality." And if he fails to do so, it is of no consequence in the eye of the law, whether he merely misjudges or is obstinately reckless. His act is not careful, and he is to abide the consequence, and not the Company, under or into whose train he sees fit to run—whether he did so in inexcusable ignorance, or in the belief that he could run the gauntlet un-

harmed. Nor is the court to look about to find how he, after putting himself there, conducted; whether he then took the best means of escape, or in his confusion ran more helplessly into the jaws of death. No degree of presence of mind; and no want of presence of mind at that time, has anything to do with the case. He should not be there by want of care.

Much weight is given to the fact that the place of such collision is a highway, and that the traveler had a right to be there with his vehicle. Certainly it is a highway or he could have no right to be there at all; and he could not recover, no matter what might be the negligence of the Company. Further, it is a part of a railroad track, and the train has a right to be there. It is a place in which two easements have a common right; and it is the right of the public that both shall be so enjoyed as not unnecessarily to interfere with or abridge the right of either. A sound and reasonable view of cases of this description is of as much importance to the public as it is to the railroad Companies. Such corporations are to be treated precisely as any other party to a suit. No more stringent rule is to be applied to them than is applied to individuals, nor is any less stringent one. Every citizen of the State has a deep interest in the existance and successful operations of such Companies. The facilities of travel which they afford; the means they give of accumulating and diffusing the products of our wide land and of our vast commerce, have already produced the mightiest results in the development and unparalleled increase of the resourses of the nation. They have clothed us with the richest garments of peace, and they have multiplied our armies and wielded our weapons of war. To do this they have needed these powerful means, the use of which is necessarily accompanied with danger. But as the public have the benefit of those means, it is bound to incur its own share of that danger. A mutual duty is enjoined, and a mutual liability results from a failure to perform that duty; and a party who fails in performing his own part thereof, is in no condition to enforce the penalty of a breach on the other party. * * *

The judgment of the Supreme Court and order reversed, and a new trial granted.

Railroad Earnings—Weekly.

The earnings of the Michigan Central Railroad for the 3d week of Dec., 1862, were ...$55,703 86
Same week, 1861 ..... 44,924 90

Increase.....$10,778 96

The earnings of the Milwaukee and Prairie du Chien Railroad for the 3d week of Dec., 1862, were $15,328 49
Same week, 1861 ..... 18,363 25

Decrease.....$3,039 66

The earnings of the Chicago and Northwestern Railway for the week ending December 21, 1862, were $20,633 20
Do., 1861 ..... 12,603 01

Increase.....$8,030 19

The earnings of the Illinois Central Railroad Company for the 3d week of December, 1862, were $82,859 08
Do., 1861..... 47,675 95

Increase.....$35,183 13

T earnings of the Chicago and Alton Railroad for the 3d week of Dec., 1862, were ...$28,925 87
Same week, 1861 ..... 19,731 12

Increase.....$9,194 75

The earnings of the Cleveland and Toledo Railroad for the 3d week of December, 1862, were $34,644 00
Same week, 1861 ..... 23,119 00

Increase.....$11,525 00

The earnings of the Toledo and Wabash Railroad Company for the 3d week of December, 1862, were $24,140 48
Same week, 1861 ..... 21,473 94

Increase.....$2,666 54

The earnings of the St. Louis, Alton and Terre Haute Railroad for the 2d week of Dec., 1862, were $28,897 64
Same week, 1861 ..... 16,450 36

Increase.....$12,447 28

The earnings of the Grand Trunk Railway for ehe week ending Dec. 23, 1862, were .$103,901 14
Corresponding week, 1861 ..... 86,537 08

Increase.....$17,364 06

The earnings of the Galena and Chicago Union Railroad for the 3d week of December, 1862, were $34,299 10
Same week, 1861 ..... 31,026 61

Increase.....$3,272 49

The traffic of the Great Western Railroad for the week ending Dec. 19, 1862, was as follows:

Passengers.....$16,826 93
Freight and live stock..... 36,825 70
Mails and sundries..... 1,310 07

Total.....$54,962 70
Corresponding week of 1861 ..... 54,049 74

Increase $912 96

Interest and Dividends.

The Panama railroad company has declared a dividend of 3 per ct. out of the earnings of the road, and 1 per cent additional from the earnings of steamers., payable January 5.

The Hartford and New Haven railroad company has declared a dividend of 3 per cent, free of government tax, payable January 2, at the Union Bank.

The Western, Mass., railroad company has declared a dividend of 4 per cent free of government tax, payable January 1.

The Boston and Lowell railroad company has declared a dividend of $20 per share net, payable January 1.

The St. Louis, Alton and Terre Haute railroad company, as reorganized, are prepared to pay both the January and April coupons on their first mortgage bonds, and the February coupon on the second mortgage, at the Bank of North America.

The Delaware, Lackawanna and Western railroad company has declared a dividend of 4 per cent, payable January 2.

The Terre Haute and Richmond railroad company had declared a dividend of 7 per cent free of government tax, payable January 2, at the office of the Farmers' Loan and Trust Co.

The interest due January 1, on the bonds of the Evansville and Illinois railroad company will be paid at the office of the Farmers' Loan and Trust Co.

The New York, Providence and Boston (Stonington) railroad company has declared a dividend of 4 per cent, free of government tax, payable January 2.

The coupons maturing January 1, 1863, on the first mortgage bonds of the Sacramento, Placer and Nevada railroad of California will be paid at the office of Geo. T. M. Davis, No. 47 Exchange Place.

The interest due Jan. 1, 1863, on the Funded Debt Mortgage bonds of the Cleveland and Pittsburg railroad company will be paid at the office of Wm. C. Gilman & Son, No. 46 Pine st., by H. C. Kingsley.

Coupons of the Joliet and Chicago railroad company's first mortgage bonds, due January 1, 1863, will be paid at the office of M. K. Jesup & Co., No. 44 Exchange Place.

The coupons on the bonds of the Covington and Richmond railroad company, due January 1, will be paid at the St. Nicholas Bank.

Housatonic railroad bonds and coupons, due January 1, 1863, will be paid on presentation at the office of Ketchum, Son & Co., No. 40 Exchange Place.

The coupons of the mortgage sinking fund bonds of the Milwaukee and Western railroad company, due January 1, 1863, will be paid at the Banking Office of Messrs. Duncan, Sherman & Co., deducting government tax.

Burden, Hubbard & Co.,
MACHINISTS,
MANUFACTURERS of Horizontal, Portable and Hoisting Steam Engines, Sugar Mills, Saw and Grist Mills, Boilers, Hydraulic Presses, Pumps and Gearing for working mines, etc., etc. No. 102 Front st., BROOKLYN, N. Y.

T. G. SELLEW,
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Desks and Office Furniture,
WAREROOM { No. 107 FULTON ST., Near Nassau, N. Y.
☞ LIBRARY FURNITURE made to order.

BRASS SWITCH LOCKS.
(In ordering, send key in letter, to have Locks made to match.)
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BOSTON.

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STOCK & BOND BROKER
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NEW YORK.
☞ A. H. N. BUYS AND SELLS AT THE STOCK BOARD STOCKS AND BONDS, also GOVERNMENT SECURITIES, for cash or on time, EXCLUSIVELY on COMMISSION and upon as FAVORABLE TERMS AS ANY STOCK HOUSE IN NEW YORK.
☞ STOCKS AND BONDS, ALSO INSURANCE SCRIP BOUGHT AND SOLD at PRIVATE SALE, INTEREST ALLOWED on DEPOSITS and Dividends collected.
☞ REGULAR AUCTION SALES OF STOCKS AND BONDS EVERY MONDAY AND THURSDAY (WHICH HAVE BEEN THE REGULAR ESTABLISHED DAYS OF SALE FOR MANY YEARS) AT 12½ O'CLOCK AT THE STOCK SALES ROOM, No. 52 WILLIAM STREET, OR AT THE MERCHANTS' EXCHANGE SALES ROOM, No. 111 BROADWAY, whenever desired.

CHAS. A. MEIGS & SON,
BANKERS AND BROKERS,
No. 50 EXCHANGE PLACE, N. Y.

STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.

The New National Loan.

U. S. FIVE-TWENTY BONDS.

THE interest on these Bonds is at the rate of Six per cent. per annum, and is payable 1st of May and November, in GOLD. They are called "FIVE-TWENTIES," because redeemable at the option of the Government after five or within twenty years.

The Coupon Bonds are issued in denominations of $50, $100, $500, $1,000. and the Registered Bonds in denominations of $50, $100, $500, $1,000, $5,000 and $10,000.

To facilitate investment in these Bonds, and make them more accessible to the public, we have made arrangements to keep on hand a constant supply of all denominations for sale, at the same rate at which they are issued by the Government, viz: PAR; INTEREST TO COMMENCE FROM THE DATE OF PURCHASE.

We are thus enabled to save parties all trouble and delay in funding Legal Tender Notes, or otherwise investing in these Bonds.

Orders or enquiries by mail will receive prompt attention, and the Bonds will be sent to any address by mail or express as desired. Payment may be made in Current Bank Notes, Drafts on City Banks, or U. S. Legal Tender Notes.

These Bonds are the CHEAPEST GOVERNMENT SECURITY NOW IN THE MARKET, and pay the LARGEST INTEREST on their cost.

They are destined to become the BEST KNOWN, MOST POPULAR, and MOST AVAILABLE, of all the Bonds of the Government.

The operation of the National Tax Law, which it is now certain will produce double the income originally anticipated, will make the issues of the United States Government the safest and most desirable investment in the world. They are in reality a First Mortgage upon everything in the country, as no Railroad or Corporation of any kind can pay a dividend, or the interest on its own issues, until it has contributed out of its gross income, through the operation of the Tax Law, to the support of the National Credit.

These are the Bonds upon which the Government now relies, THROUGH THE CONFIDENCE AND PATRIOTISM OF THE PEOPLE, for continued financial support.

We keep them for sale to encourage investment in them, and to aid the Government, by promoting their rapid absorption; and the money invested in them through us, contributes to the direct and immediate support of the National Treasury.

Banks, Bankers and Brokers, receiving orders for the funding of Legal Tender Notes, or the purchase of these Bonds, can obtain them at our counter without trouble or delay.

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BANKERS,
AND DEALERS IN
ALL ISSUES OF GOVERNMENT
AND OTHER
FIRST CLASS SECURITIES,
38 Wall st., N. Y.

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HAVE on hand for immediate delivery, the **NEW TWENTY-YEAR SIX PER CENT. BONDS** of the United States, designated as "Five-Twenties," redeemable at the pleasure of the Government after five years, and authorized by Act of Congress, approved February 25, 1862.

The Coupon Bonds are issued in sums of

$50, $100, $500 and $1,000.

The Registered Bonds in sums of

$50, $100, $500, $1,000 and $5,000.

Interest will commence from date of subscription, and is payable in Gold at the Mint or any Sub-Treasury or Depository of the United States on the first days of May and November of each year. At the present premium on Gold, the Bonds yield about eight per cent. per annum. The ample provision made by Custom Duties, Excise Stamps and Internal Revenue for the payment of Interest and liquidation of the Principal, makes an investment in this loan safe, profitable, and available at all times.

This being the permanent Loan into which the Legal Tender Notes are convertible, it will become the principal Loan in the market, and a profitable mode of investment for Trust Funds, the surplus funds of capitalists, as well as the earnings of the industrial classes.

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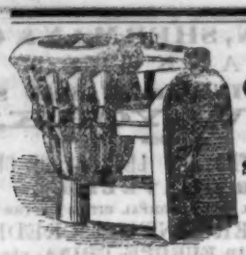

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HEAVY 4-PLY FITCHBURG DUCK OF ALL WIDTHS FROM 80 TO 144 INCHES.
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A GENTLEMAN to take the superintendence of the sale of an improvement for Railway Cars. It is already introduced on some roads, and is valuable. To one acquainted with Railroad managers, and who has influence, a large annual income may be secured.

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1,200 TONS RAILROAD IRON, 56 to 57 lbs. per yard,
500 " " " 50 " 52 " " "
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SAVE over 30 per cent. of the fuel required for fine or plain cylinder boilers, while they have all the advantages of strength, cheapness and simplicity of construction, convenience and safety in use, claimed for either. Send for a circular.

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